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SEAFARING

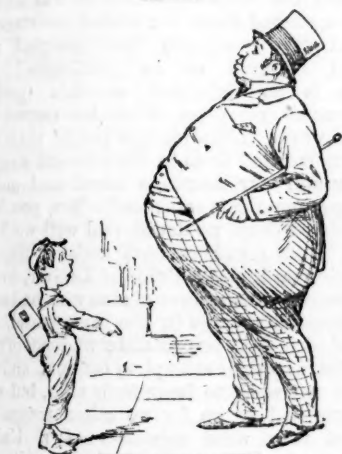
**THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.
A Weekly Newspaper for Seafaring Folk and their Friends.**

No. 127.—VOL. 6. [Registered at the
General Post Office]

SATURDAY, MARCH 28, 1891.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

IN THE DOG WATCH.



SAILOR'S ORPHAN: Shine, Sir?
SHIPOWNER: Can't see; too fat!



This is the residence and the wife of Mr. Wilson, of the great Hull shipowning firm of that name.

The places in which exist the seamen who make the shipowners' wealth, and enable them to inhabit such mansions, are too familiar to our readers to require illustration.

The Federated Unions, represented among others by Messrs. Tom Mann, Ben Tillett, Clem Edwards, J. H. Wilson, and Hy. Friend, met on March 20 on the most amicable terms.

The meeting was private, and consequently we are not at liberty to detail the proceedings, but it is a fact that the determination to stand shoulder to shoulder was as firm as ever.

This circumstance proves that the Seamen's Union is not deserted by other Unions, and the cordial co-operation of Messrs. Mann and Tillett with Mr. Wilson at Cardiff is further evidence in the same direction.

The capitalist newspapers' story that the Dockers' Union seceded from the Federation of Trade and Labour Unions, is contradicted on page 10 of SEAFARING, in a letter from Mr. Clem Edwards, secretary of that body, who ought to know.

Mr. Edwards says it is not true that the shipowners defeated his Federation.

What happened was this: When the Shipping Federation ticket was so modified as no longer to be dangerous, the Federation of Unions had no occasion for further action.

Masters and mates sometimes have their certificates suspended because of casualties due to the neglect of the most ordinary precautions, which precautions they cannot take because their crews are incompetent.

"The casualty was caused by neglecting the use of the lead." Such is the finding of Courts of Inquiry into the loss of vessels nearly every day.

What is the explanation? Is it that masters and officers fail to appreciate the importance of taking soundings, or simply that the landmen forced upon them by the Shipping Federation cannot heave the lead or tell the marks and deeps?

The general secretary of the Seamen's Union is evidently alive to the fact that the Union can wield a considerable amount of political power for the purpose of redressing the seamen's grievances.

Mr. Wilson has induced the President of the Board of Trade, Sir M. Hicks-Beach, to receive, on April 9, another deputation of members of Parliament and representatives of the Union on the subject of incompetent seamen.

The various Branches of the Union should take care that the gentlemen representing their respective ports in Parliament shall

be present, and have those who are absent censured, not only by the seamen, but by members of other Unions.

SEAFARING last week called attention to the provocation which had been received by the Hindoo recently sentenced at Liverpool to death for killing the late Capt. Lyall, of the *Buckingham*, and expressed the hope that the prisoner would be reprieved.

The Home Secretary having since granted a reprieve, the correspondents who have written endorsing our view of the matter will therefore see that there is now no necessity for publishing their letters.



AFTER THE SURVEY.

WIFE: Drunk again!

HUSBAND (*Marine Surveyor*): 'Portant sharvey.

WIFE: Yes, drinking in the cabin. That's how you "survey."

Here are facts which should serve to warn seamen to beware of shipowners' hirelings who would persuade them not to buy SEAFARING or support their Union:—Forty years ago the seamen of this country had a paper devoted to their interests called the *Mariners' Journal*, edited by Mr. Thomas Moore, a seaman who was instrumental in obtaining several reforms for them. Mr. Moore was elected president of the Seamen's Union, and was nearly being elected M.P. for Scarborough. While the *Mariners' Journal* flourished the Seamen's Union also flourished. When the seamen's paper ceased to exist, "much to the regret of the most intelligent among the men," the Seamen's Union soon "languished and expired."

These facts we learn from a small volume called "A Seaman's Friend," by Captain John Shaw, giving a sketch of the career of Mr. Moore, who appears to have been very shabbily treated by the Union of those days.

Mr. Moore carried on the paper for some time at his own expense, the Union gaining greatly by the expenditure of his money and labours; but when he could no longer spend more, the Union, calmly appropriating the fruits of his efforts, meanly declined to support the paper.

This folly and ingratitude proved fatal to the Union, which was soon dead, buried, and forgotten, while Mr. Moore still survived, and, although an old man of seventy-five, appears to be flourishing yet.

By allowing the seamen's paper of those days to die, the Seamen's Union assisted the shipowners in causing its own death, and all reform was consequently postponed till Mr. Plimsoll appeared twenty years later.

A drunken delegate of the Shipping Federation, who had been disporting himself with a loaded revolver and saying he would shoot, has been fined 40s. or a month.

The Seamen's Union does not employ drunken delegates who go about with loaded revolvers threatening to shoot.

If it did, what a howl of indignation and alarm would be raised!

Regiments of soldiers would be called out, special constables would be sworn in, martial law would be proclaimed, and something much more serious than 40s. or a month would be the penalty.

If Union men had killed a Federationist, what a terrible commotion there would have been.

But the death of the Union stevedore, who was killed by one or more of the Shipping Federationists during one of their recent riots, does not appear to have aroused any righteous indignation in the bosoms of the defenders of law and order.

"No single fact which may tell in an owner's favour should be omitted." Such are the instructions with regard to entries in the log book contained in a "Handy Book for Shipowners and Shipmasters," edited by a barrister, who is an M.A. and an LL.B.

This explains how log books are usually written. For the master, unlike the seamen, having no strong Union behind him, dare not call his soul his own, and must take his morals from the father of lies and patron of lawyers.

At the annual meeting of the Merchant Seamen's Orphan Asylum the other day, it was stated that only one man out of the

crew of a lost ship had subscribed to the funds. Does this show that seamen are not properly appealed to on the subject?

The *Daily Chronicle*, although the youngest of all the London morning newspapers, is fast beating the rest in the matter of circulation, because the *Daily Chronicle* shows some appreciation of the importance of the Labour Question.

Dog Watch is a phrase which has been puzzling the brains of a correspondent of the *Marine Record*, to which he writes asking how that term originated, and this is the editor's explanation:—"The Dog Watches are divided into the first and second dog-watch and make two short watches, one from four to six p.m., the other from six to eight p.m. Where two watches only are kept, the same hands would be on deck eight hours out of the twelve every night, were it not for the first-rate arrangement entered into to 'dodge' the otherwise unalterable routine." Of course we all know that this is correct, but it may not have occurred to anyone that Dog Watch is a corruption of Dodge Watch. The dog's life that some skippers lead their crews at that period of the day, might more readily suggest itself as an explanation of the term.

OFFICERS AND OWNERS.

A short time ago SEAFARING had occasion to call attention to the fawning attitude of the *Engineers' Gazette* towards the Shipping Federation. With pleasure we have now to note that the *Engineers' Gazette* appears to be penitent, and has returned to its right senses, witness the following, contained in its March number:—Regarding the mercantile marine, we learned from a recent paper that the newly-formed Federation of Shipmasters' Societies was beginning a new movement for raising the status of ships' officers educationally and financially, and that the new scheme would consist chiefly of a hard and fast scale which shipowners must pay, but a member of the Liverpool Society disclaims this, and writes:—"We have never lost sight of the fact that to improve the pay and position of officers in the mercantile marine we must have the shipowners with us. We would never think, as between two bodies of gentlemen, of laying down 'a hard and fast scale of wages, which the shipowners must pay.' When the Shipowners' Federation was formed we, as their old and constant friends, under many trying and unknown circumstances, offered them our united assistance as a now federated body. Very graciously they accepted this, and for the satisfaction of our members let me say that as representing those members we were received as gentlemen. I maintain that we have assisted them in their recent struggle, through our members in active service afloat and marine superintendents on shore, all members, and I feel confident that the honourable gentlemen forming this Federation, when the time comes, will assuredly consider and take in hand what we have desired on behalf of our members." If any further evidence

were wanting to support our assertion, when writing about above Society some time ago that it was a hollow mockery, which shipmasters and officers alike should steer clear of, because its very composition made it impossible for it ever to do any good to any of them, it may be found in the preceding paragraphs. How considerate towards "their old and constant friends" the shipowners! So considerate that, "we would never think of laying down a hard and fast scale of wages which shipowners must pay." Oh! dear no. We will "graciously" accept whatever they are "graciously" pleased to give us, even although it were the merest starvation pittance, because such an insignificant trifle as wages should never be allowed to disturb the harmony that has so long existed between "two bodies of gentlemen"! How proudly he boasts that, when the Shipowners' Union was formed, "we offered them our united assistance;" and very graciously they accepted this, and received us as gentlemen! And he is so delighted at this (perhaps unusual) reception, that he cannot refrain from informing the public that "we have assisted them in their recent struggle through our members afloat and marine superintendents on shore." Yes, you have assisted them, no doubt, and well we know it. Your members have assisted them in trying to injure a Union of Labour, by discharging whole crews of men who had made successive voyages in the same vessel, who had earned the respect and confidence of their officers by their exemplary conduct, and who did not want to leave their ship, but were compelled to go for no other reason but that they were members of a Union! Shame! we say, upon such dastardly conduct—out upon such grovelling servility—as to degrade the honourable title of "British Shipmaster" by becoming voluntary instruments of coercion, and willing actors in such scenes of glaring injustice. Every man expects to be paid for his services, and we may ask what reward our Liverpool friends expect to receive for their valuable assistance to the shipowners, in depriving honest and deserving seamen of their daily bread? He answers this question himself by saying, "I feel confident that the honourable (?) gentlemen forming this Federation, when the time comes, will most assuredly consider and take in hand what we have desired on behalf of our members"; so this explains it. We will help you to grind down their pay and otherwise oppress seamen, and completely destroy their Union, and then when you have succeeded in this, by our help, you will add to our pay part of the money you have made by screwing down Jack Tar's wages! Contrast this with the manly and independent attitude taken up by the Engineers' Union, a Society that will truckle to no man, no matter what traitorous knaves may say or do, and which the mighty Federation is afraid to tackle openly, but descends to petty annoyances of its officers, a meanness which only creates the most undisguised contempt in the minds of engineers, and paves the way to open warfare. This, we hope, will never take place, as it would injure all parties engaged in it, but it may be as well for the Federation to know that their discharging old and valued firemen for no fault but for being "Union" men, has lost them many well-wishers amongst the engineers, and that the latter are in no temper now to stand any great interference with either their rights or privileges.

THE SHIPOWNERS' FEDERATION.

MORE REVELATIONS.

EXTRAORDINARY CONFESSION.

A FIREMAN'S CLAIM.

DRUNKEN FEDERATION DELEGATE.

At the Thames Police Court, on March 19, Thomas Day, 33, and Catherine Buchner, 60, were charged on remand with unlawfully altering seamen's discharges. Mr. Sherman, solicitor, prosecuted, and Mr. Keith Frith, barrister, defended. It appeared from the evidence of several witnesses that they went to Buchner's boarding-house and owing to their belonging to the Seamen's Union, it was said there was a difficulty in their obtaining employment on board ship. It was alleged that, to obviate that difficulty, they were induced to join the Federation, and certain discharges given to them by the prisoners were altered to enable them to obtain berths on board ship. It was alleged that the men seemed to have known that the certificates were false, and their object was said to be to give information of what transpired to the Union. In answer to Mr. Dickenson, Inspector Reid said Buchner had boasted that she had sent

500 MEN

away, and had made a lot of money out of it. Mr. Dickenson committed the prisoners for trial, and accepted bail, two sureties in £40 for each of them, with 48 hours' notice to the police.

At the Sunderland County Court on March 19, before Judge Meynell, Peter Shields, of 6, New Grey-street, Sunderland, a fireman, sued Robert Collier, of 5, Barclay-street, for the sum of £5 19s., damages alleged to have been sustained through the latter.

BREAKING A CONTRACT.

The plaintiff was represented by Mr. J. Bentham, and the defendant by Mr. John Strachan, instructed by Mr. O. W. Scott, of South Shields. The plaintiff stated that with other men he was engaged by Collier, through Captain Lawrence, of the Shipping Federation, to man a steamer at Dublin and bring her to the Tyne. Plaintiff and his friends missed a train and arrived at Dublin late, as he alleged, through the fault of a man named Wallace, in whose charge the party were. This was taken as a test case. Collier denied liability, saying that Captain Lawrence was the responsible party. The Judge decided that if there was a contract it was made by Captain Lawrence.

John McLean, 38, cooper, 6, Lyes-road, West Ham, who said he was

A DELEGATE

of the Shipping Federation, was charged at North London Police Court, March 19, with having in his possession a loaded revolver. Police-constable 89 J, said that at a quarter-past nine on Wednesday night he was called to Brooksby's-walk, Homerton, and informed that a man was there flourishing a revolver. Witness saw the prisoner put something into his pocket, and, as he was drunk, he arrested him. At the station he found a

REVOLVER

in the prisoner's pocket, one chamber of which was loaded. The prisoner had no license. A lad named Frederick Stevens, a greengrocer, of Milfield-road, Clapton Park, said he saw the prisoner, with three others, on the previous evening in Brooksby's-walk. Two of the men went into a refreshment house. The prisoner and the other man stood outside. The prisoner pulled the revolver out of his pocket, and pointing it to the ground, said,

"I WILL SHOOT

the —." He put the revolver back without discharging it, and walked up and down. Prisoner, in answer to the charge, told the magistrate he was a delegate of the Shipping Federation, and in consequence of the outrages committed by the Unionist men at the docks he was compelled for his own protection to carry a revolver. During the first part of the struggle at the docks he was so severely hurt that he was laid up for six weeks. He had now, with the sanction, he alleged, of the police at the Custom House, carried the revolver for three months. He made no secret of it, and he had never once been molested since. Alfred Gibbs, a friend of the accused, said they were followed on Wednesday by a number of men of the Seamen's Union, and they came to Homerton to get out of

the way. Mr. Lushington said the prisoner's story might be true, but that would not justify his conduct. He (the magistrate) thought the prisoner

WAS DRUNK,

and for that he should fine him 40s., or one month. The police would report the revolver matter to the Excise authorities.

The *Daily Chronicle* (March 20) says:—"One of the Shipping Federation 'delegates' was yesterday told to pay a fine of 40s., or take a month's imprisonment, for flourishing a loaded revolver while in a state of intoxication. The accused stated that all the Shipping Federation people carry revolvers, which will be an interesting bit of news to the Inland Revenue authorities, as they will now know where to go in search of an increased yield from the gun-tax. Some little time ago a trigger was pulled by a Federation man on board the *Scotland*, and then it was said that he was merely using a toy pistol. But the North London case yesterday suggests the probability that it was a revolver. Now, Unionists may be very wicked people; but really we cannot have them placed at the mercy of tipsy Shipping Federation delegates with loaded revolvers."

FISHERMEN'S GRIEVANCES.

At the Board of Trade, Sir Michael Hicks-Beach, who was accompanied by Sir Henry Calcraft, C.B., and Mr. W. J. Howell, Mr. A. D. Berrington (Assistant-Secretary Fisheries Department), and Mr. Malan (Inspector of Fisheries), March 16, received a deputation from the National Federation of Fishermen of Great Britain and Ireland. Sir E. Kirkbeck, M.P., introduced the deputation and stated their grievances. They complained of the irregular manner in which certificates were issued. In numbers of cases where tugs were employed on the north-east coast of England for trawling purposes at certain times of the year the men with certificates were not practical men; they were practical as masters of tugs, but not as regarded steam trawlers. Next, they considered that the examiners for Board of Trade certificates were not as practical men as they ought to be. Then they wanted compulsory settling accounts according to the form prescribed by the Board of Trade. The fourth point was with regard to the inquiries into loss of life at sea, and what the fishermen wanted was a more full and complete inquiry into every case of loss of life at sea. The fifth grievance was that there was only two certificated hands on the steam trawlers, steam carriers, and steam liners employed in the cod fisheries, and they desired a third hand certificated on deck at all times, as these vessels went at great speed and encountered fogs in dangerous places. Messrs. Cook, Taylor, Trayne, Manton and Goodinson, all officials of the National Federation, spoke to these various points in detail. Sir Michael Hicks-Beach, in reply, pointed out that the Federation had power to prosecute those who evaded the law with regard to the form of settling accounts. There might be something in the form of accounts of the Board of Trade which might be improved, and he should look into the matter, but the Federation must enforce the law. As to inquiries into loss of life at sea, he quite felt that the nautical assessors might not understand fishing craft, and he would have that matter discussed before the Sea Fisheries Conference to be held in the summer. The Board had instituted a trial by jury as an experiment for a twelvemonth, and at the end of that time they would see how it worked. With regard to the proposal of a third hand being certificated, he did not see why that should be imposed, when at present there was no such requirement even for a passenger ship. He could promise them that the particular instances of grievances would be inquired into very carefully. The deputation then withdrew.

THE Royal Humane Society, having fully considered the claims of the 23 silver medallists who have shown distinguished gallantry in saving life from drowning during the past twelve months, have unanimously awarded the highest honour, the Stanhope Gold Medal, to Alfred John Cooper, fourth officer of the P. and O. Company's steamship *Massilia*, who, in the Gulf of Aden, known to be infested with sharks when the rescue occurred, saved a lascar who fell overboard while the vessel was on a voyage from Bombay to London. The vessel was going at the rate of 13 knots at the time of the occurrence. Mr. Cooper, who was in the saloon at the time, on hearing the cry of "Man overboard," rushed on deck, jumped overboard, swam after the man, and kept him afloat until a boat was lowered and went to their assistance.

HOMeward BOUND.

The following ships have been reported as homeward bound:—

Austrian left Port Townsend Nov 19, for L'pool
Alcinous left Astoria Dec 26, for Liverpool
Antoinette clrd at Pensacola Jan 23, for Liverpool
Arklow left Mobile Feb 12, for Liverpool
Athena left Rio Grande Jan 22, for Liverpool
Areola T left Mobile Feb 5, for Liverpool
Avalon s left Norfolk Mar 7, for Liverpool
Actor s left Pernambuco Mar 5, for Liverpool
A G Ropes left San Francisco Feb 24, for Liverpool
Antilles s left Norfolk Mar 11, for Liverpool
Australian s left New Orleans Mar 13, for Liverpool
Arab left Pernambuco Feb 26, for Liverpool
Amarapora s left Gibraltar Mar 18, for Liverpool
Asterion left Napier Nov 26, for London
Annie McDonald left St Helena Feb —, for London
Auckland left Lyttelton Dec 20, for London
Æthelbert left Napier Dec 27, for London
Aristides left Sydney Dec 10, for London
Abyssinian clrd at Mobile Feb 3, for London
Aurora s left Timaru Feb 16, for London
Æolus left Minatitlan Jan 26, for London
Ariadne clrd at Wilmington NC Feb 12, for London
Albuera left Lyttelton Feb 26, for London
Armenia s left Suez Mar 13, for London
Arawa s left Lyttelton Mar 4, for London
Agamemnon s left Singapore Mar 8, for London
Atlantis s left St. Kitts Mar 14, for London
America s left New York Mar 17, for London
Anna Agnete left Fremantle Feb 4, for London
Aorangi s left Lyttelton Mar 19, for London
Argonaut left San Francisco Nov 17, for Queenstown
Annesley left Astoria Nov 23, for Queenstown
Astoria left Tacoma Dec 23, for Queenstown
Ardnamurchen left Astoria Jan 8, for Queenstown
Æolus left San Francisco Feb 26, for Queenstown
Arthur left Goatscacoe Feb 7, for Queenstown
August Telletsen left Anjer Nov 30, for Falmouth
Antares left Pisagua Nov 28, for Falmouth
Assunta F left Rosario Dec 1, for Falmouth
Anamba left Iquique Dec 18, for Falmouth
Alumina left Iquique Nov 22, for Falmouth
Aikshaw left Iquique Nov 13, for Falmouth
Aristos left Monte Video Jan 14, for Falmouth
Antilles left Pisagua Dec 9, for Falmouth
Amor left Laguna Dec 30, for Falmouth
Astrea left Salina Cruz Feb 5, for Falmouth
Andreas left Tehuantepec Feb 11, for Falmouth
Alborga left Cienfuegos Feb 18, for Falmouth
Activ left Laguna Jan 14, for Falmouth
Apoll left Santa Fe Jan 9, for Falmouth
Alette clrd at Milk River Jan 31, for Falmouth
Araby Maid left Iquique Dec 31, for Falmouth
Angelita left Monte Video Feb 22, for Falmouth
Alcidas s left Baltimore Mar 12, for Clyde
Argus left Calcutta Dec 20, for Dundee
Alcester left St. Helena Feb —, for Dundee
Austria left Mobile Feb —, for Glasgow
Amarynthia s left Baltimore Feb 23, for Glasgow
Assyrian s left Philadelphia Mar 17, for Glasgow
Amicitia left St. Helena Feb —, for Channel
Ardencaule left San Francisco Nov 23, for Channel
Angell left Anjer Oct 23, for Channel
Allerton left Iquique Dec 2, for Channel
Anna left St. Helena Jan 22, for Channel
Atalanta left Guayaquil Dec 11, for Channel
Alliance left Iquique Jan 17, for Channel
Albert Neumann Berlin left St Michael's Feb 26, for Channel
Apollo left Iquique Jan 20, for Channel
Alice Graham left Frey Bentes Dec 23, for Channel
Argyllshire left Melbourne Feb 17, for Channel
Atalanta left Port Broughton Feb 28, for Channel
Argentina left Port Pirie Jan 13, for Channel
Airlie left Port Augusta Mar 11 for Channel
Altai clrd at Pensacola Mar 6, for Channel
Aline left Tagal Mar 17, for Channel
Atacama left Iquique Jan 20, for U K
Anna Herbertha left Adelaide Dec 20, for U K
Andes s left Melbourne Feb 25, for U K
Angela d'Amore left Brunswick Mar 11, for U K
Ardenlee left Pisagua Dec 20, for U K
Ackworth s left Bombay Mar 13, for Blyth
Ararat left Halifax Feb 11, for Bristol
Althild left Rio Janeiro Jan 18, for Cork
Anna Camp left Monte Video Jan 22, for Cardiff
Albis left Mauritius Dec 11, for Cardiff
Advancement left Mauritius Jan 24, for Cork
Astracana left Port Townsend Nov 4, for Dublin
Augustina left Savannah-la-Mar Jan 26, for Fleetwd
Admiral left Montego Bay Nov 6, for Goole
Annie clrd at Belize Jan 19, for Goole
Adelaide left San Francisco Jan 17, for Hull
Agathe clrd Pascagoula Jan 7, for Southampton
Anglian s left Cape Town Mar 16, for Southampton
Anaurus left San Francisco Mar 18, for Waterford
Benjamin F Packard left San Francisco Jan 21, for Liverpool
Brodick Bay left Vancouver Dec 22, for Liverpool
Borinquen s left Porto Rico Feb 27, for Liverpool

Bellevue clrd at Pensacola Feb 18, for Liverpool
 Brandenburg s left Maranham Mar 4, for Liverpool
 British Princess s left Philadelphia Mar 13, for Lpl
 Beta left Rio Janeiro Feb 19, for Liverpool
 Britannic s left New York Mar 18, for Liverpool
 Bostonian s left Boston Mar 18, for Liverpool
 Baltimore s left Baltimore Mar 16, for Liverpool
 Bakran clrd at Pensacola Mar 3, for Liverpool
 Beltana left Adelaide Dec 31, for London
 Brablock left Lyttelton Jan 10, for London
 Barcraig left Calcutta Dec 24, for London
 Barossa left Adelaide Jan 20, for London
 Barunga left Bluff Harbour Jan 31, for London
 Brussels left Otago Feb 5, for London
 Balclutha left Napier NZ Jan 2, for London
 Brahmin left Wellington Feb 12, for London
 Brilliant left Sydney Jan 3, for London
 Berean left Launceston Jan 5, for London
 British Empire s left Boston Mar 7, for London
 Bactria left Calcutta Mar 9, for London
 Bidar s left Philadelphia Mar 14, for London
 Beechville s left Norfolk Mar 11, for London
 Blengfell left Astoria Nov 22, for Queenstown
 Ben Douran left San Francisco Nov 28, for Q'nst'wn
 Birker Lightbody left Astoria Dec 31, for Q'nst'wn
 Brabant left Savannah Feb 13, for Queenstown
 Bertha clrd at Wilmington Mar 5, for Queenstown
 Beatrice left Antofagasta Nov 15 for Falmouth
 British Ambassador left Iquique Dec 6, for F'm'th
 Bangor left Mazatlan Nov 9, for Falmouth
 Bandaneira left Port Augusta Jan 27, for F'mouth
 Beechdale left Iquique Nov 28, for Falmouth
 Bryn Ivor left Rosario Jan 7, for Falmouth
 Brodrene left Buenos Ayres Jan 30, for Falmouth
 Budstikken left Laguna Feb 2, for Falmouth
 Brilliant left Iquique Dec 31, for Falmouth
 Ben Voirich left Iquique Dec 31, for Falmouth
 Bertha left Milk River Mar 2, for Falmouth
 Belfast left Calcutta Jan 25, for Dundee
 Berna left Table Bay Jan 17, for Channel
 Bankholme left Taita Nov 17, for Channel
 Brenhilda left Port Augusta Dec 25, for Channel
 Brinkburn left Antofagasta Dec 31, for Channel
 Banklands left Samarang Feb 12, for Channel
 Brunel left Astoria Feb 22, for Channel
 Bernardo Chiozza clrd at Rangoon Feb 4, for Ch'n'l
 Clara Andrea left Maracaibo Feb 15, for Channel
 Angelita left Frey Bentos Feb 26, for Channel
 Birmah left Port Pirie Jan 13, for U K
 British Commodore left Port Augusta Jan 22, for U K
 Buccleuch left Astoria Jan 29, for U K
 Ben Lawers left Taita Dec 27, for U K
 Britannia s left New York Mar 9, for U K
 Bremah left Tacoma Mar 10, for U K
 British Envoy left Pisagua Dec 24 for U K
 Birchfield left Bombay Mar 4, for U K
 Ballumbie left Taita Feb 7, for Ardrossan
 Berwickshire left Noumea Dec 13, for Bowling
 Bygdo left New York Feb 26, for Dublin
 Bothwell left San Francisco Nov 9, for Hull
 Braekka clrd at Wilmington NC Jan 20, for Hull
 Bessfield left Tacoma Dec 8, for Hull
 Buffalo s left New York Mar 19, for Hull
 Betty Heyden clrd at Mobile Jan 7, for Newcastle
 Blue Jacket s left Newport News Mar 6, for Nc'stle
 Brooklyn City s left New York Mar 20, for Swansea
 Celeste Burrell left San Francisco Nov 3, for L'pool
 Colbert left New Caledonia Nov 2, for Liverpool
 California left San Francisco Jan 6, for Liverpool
 Caterina Accame clrd at Pensacola Jan 29, for L'pl
 Connemara s left New York Mar 9, for Liverpool
 City of Chicago s left New York Mar 11, for L'pool
 Cadiz s left New Orleans Mar 4, for Liverpool
 Cairo s left Norfolk Mar 17, for Liverpool
 Canopus s left Newport News Mar 10, for Liverpool
 Cambria left Cochín Dec 3, for London
 Collingrove left Adelaide Dec 8, for London
 Cloncaird left San Francisco Oct 22, for London
 Collingwood left Melbourne Dec 22, for London
 Cairnbulg left Sydney Jan 13, for London
 Centurion, Widdicombe, Dec 18, for London
 Garlisle Castle left Melbourne Jan 30, for London
 Cormorant left Brisbane Dec 20, for London
 Chyebassa s left Brisbane Feb 5, for London
 Carbet Castle left Lyttelton Feb 5, for London
 Culgon s left Suez Mar 11, for London
 Clan Cameron s left Marseilles Mar 14, for London
 Clan Buchanan s left Malta March 17, for London
 City of London s left Suez March 13, for London
 Cape Wrath left Wellington Feb 23, for London
 Clan Macdonald s left Bombay Feb 27, for London
 Calliope left New York Feb 19, for London
 Carib s left Jamaica Feb 28, for London
 City of York left San Francisco Feb 28, for London
 Criccieth Castle left Bluff Harbour NZ Mar 10, for London
 City of Dundee s left Colombo Mar 10, for London
 Cleomene left Melbourne Jan 28, for London
 Charlotte Padbury left Fremantle Feb 1, for London
 Clan Macintosh s left Madras Mar 17, for London
 City of Cambridge s left Colombo Mar 17, for L'don
 Conway Castle s left Cape Town Mar 11, for L'don
 Chocolate Girl clrd at Trinidad Feb 21, for London

Cochin, Oudney, left San Francisco Nov 14, for Queenstown
 Chinsura clrd at San Francisco Dec 6, for Q'nstown
 Countess of Derby left Iquique Jan 5, for Q'nstown
 City of Philadelphia left Astoria Dec 21, for Queenstown
 Champaign Haswell left San Francisco Jan 13, for Queenstown
 Carnarvonshire left San Francisco Jan 16, for Queenstown
 Castelar clrd at Black River Jan 10, for Queenstown
 Clairmont left Portland, O, Feb 18 for Queenstown
 County of Calthness left San Francisco Feb 17, for Queenstown
 Chrysomene left San Francisco Feb 19, for Q'town
 Cormorant left Goazacoalcos Feb 7, for Q'town
 Chala left Iquique Nov 29, for Falmouth
 Coromandel left Iquique Dec 6, for Falmouth
 Colwyn left Iquique Nov 29, for Falmouth
 Castlehow left Buenos Ayres Jan 10, for Falmouth
 Creedmoor left Banjoewangie Dec. 25, for Falmouth
 Caterino Capurro left Rosario Dec 26, for Falmouth
 Celer left Buenos Ayres Feb 6, for Falmouth
 C Paulsen left Port Pirie Mar 10, for Falmouth
 Cito left Rosario Mar 11, for Falmouth
 Colina s left Baltimore Mar 6, for Clyde
 Corean s left Boston Mar 7, for Clyde
 Columba left Calcutta Nov 18, for Dundee
 Carr Rock left Calcutta Dec 22, for Dundee
 County of Inverness left St Helena Feb —, for Dundee
 Celestial Empire left Calcutta Dec 24, for Dundee
 County of Dumfries left Calcutta Jan 10, for Dundee
 Crystal s left New York Mar 16, for Leith
 Corby left Iquique Dec 16, for Channel
 Cypromene left Anjer Nov 16, for Channel
 Countess of Rothes left Iquique Dec 17, for Channel
 Canmore Richard left Pisagua Jan 14, for Channel
 Cecilie left Anjer Dec 16, for Channel
 Columbus left Port Pirie Dec 22, for Channel
 Crown left Port Germein Jan 14, for Channel
 Cathcart left Port Augusta Dec 13, for Channel
 Cimbra left Melbourne Feb 18, for Channel
 Clackmannanshire left San Francisco Feb 22, for Channel
 Cressington left Tacoma Feb 21, for Channel
 Coimbatore left Wallaroo Feb 25, for Channel
 Cape Finisterre left Pernambuco Mar 12, for Channel
 Cedric the Saxon left Port Pirie Feb 1, for Channel
 Cairndale left Bangkok Aug 23, for U Kingdom
 City of Delhi left San Diego Jan 8, for U Kingdom
 Crompton left Chittagong Jan 30, for U Kingdom
 Carita left Monte Video Feb 4, for U Kingdom
 Cape Race left Iquique Dec 16, for U Kingdom
 Childers left Adelaide Feb 28, for U Kingdom
 Ohester s left New York Mar 7, for U Kingdom
 Clandeboye s left Aden Mar 14, for U Kingdom
 Cardiganshire left Pisagua Dec 20, for U Kingdom
 Colombo left Pisagua Dec 13, for U Kingdom
 Oraigmulen left Pisagua Dec 9, for U Kingdom
 County of Cardigan left Pisagua Dec 6, for U K
 Charlton s left Rangoon Mar 20, for U Kingdom
 Chantrey s left New York Mar 19, for U Kingdom
 City of Truro s left Baltimore Mar 5, for Belfast
 Cinque clrd at Pensacola Feb 16, for Cardiff
 Colony left San Francisco Nov 16, for Fleetwood
 Cleveland clrd at Pensacola Jan 17, for Fleetwood
 Christine left Rio Janeiro Mar 19, for Goole
 Clarence clrd at Pensacola Mar 6, for Hartlepool
 Clan Macpherson left San Francisco Feb 11, for Hull
 Constance left Tacoma about Feb 4, for Hull
 Cornuvia left Astoria Feb 4, for Hull
 Clio s left Suez Mar 6, for Hull
 Cardigan Castle left Melbourne Jan 31, for Hull
 Cabul Doyle left Astoria Feb 24, for Hull
 City of Carlisle left Portland O Nov 25, for Sligo
 Cape of Good Hope left San Francisco Feb 26, for Sligo
 Canada clrd at St Simons Jan 29, for Waterford
 Desdemona left San Francisco Nov 3, for Liverpool
 Drumcliff left San Francisco Nov 14, for Liverpool
 Duisberg clrd at Darien Mar 2, for Liver, ool
 Darwin s left New Orleans Mar 20, for Liverpool
 Darien s left New Orleans Mar 20, for Liverpool
 Decapolis left Launceston Dec 17, for London
 Duke of Devonshire s left Colombo Mar 19, for London
 Duke of Sutherland s left New Zealand Feb 16, for London
 Dharwar left Pictou Feb 25, for London
 Dunrobin Castle s left Cape Town Mar 3, for Lond
 Damascus s left Melbourne Mar 4, for London
 Duncraig left Hobart Jan 20, for London
 Denbighshire s left Singapore Mar 10, for London
 Deucalion s left Penang Mar 11, for London
 Dorunda s left Brisbane Mar 14, for London
 Duncoo left Pisagua Jan 13, for Falmouth
 Dame left Coquimbo Jan 14, for Falmouth
 Duchess of Edinburgh clrd at Calcutta Jan 9, for Dundee
 Dundee left Calcutta Feb 14, for Dundee

Duntrune left Calcutta Mar 11, for Dundee
 Doxford left Valparaiso Dec 3, for Channel
 Dumbartonshire left Junin Nov 27, for Channel
 Doris Brodersen left Houtmans Abrolhos Dec 11, for Channel
 Duleep Singh left Iquique Dec 27, for Channel
 Dochra left Iquique Jan 20, for Channel
 Diamant left Pisagua Dec 21, for Channel
 Dorothea left Iquique Jan 1, for Channel
 Dawn left Rio Janeiro Feb 24, for Channel
 Drumpark left Port Augusta Jan 10, for U K
 Dundale left Pisagua Nov 15, for U K
 David left Philadelphia Mar 3, for U K
 Dalmazia s left Savannah Mar 5, for U K
 Dunboyne left Astoria Feb 17, for U K
 Durham City s left Boston Mar 13, for U K
 Donald Ferguson clrd at Apalachicola Mar 10, for Belfast
 Durisdeer left Tchio Dec 27, for Bowling
 Dumfriesshire left San Francisco Oct 28, for Hull
 Durban s left Cape Town Mar 3, for Southampton
 Engineer s left New Orleans Mar 1, for Liverpool
 E T G left Savannah Mar 7, for Liverpool
 Ellisland left Singapore Mar 5, for Liverpool
 Enrique s left Baltimore Mar 6, for Liverpool
 Edinburgh left Adelaide Nov 17, for London
 Euterpe left Napier Jan 3, for London
 East Lothian left Sydney Jan 13, for London
 Eskdale left Bluff Harbour Jan 26, for London
 Egyptian Monarch s left New York Mar 9, for Ldn
 Ephratah left Aruba Feb 5, for London
 Electrician s left Colombo Mar 19, for London
 Ellora, Wagle, left Melbourne Mar 16, for London
 Eurydice left Iquique Dec 4, for Queenstown
 Edward Percy left Iquique Jan 6, for Queenstown
 Earnock left Port Pirie Feb 24, for Queenstown
 Esmeralda left Santa Fe Dec 14, for Falmouth
 Embra clrd at Salt River Dec 22, for Falmouth
 Enrichetta left Wallaroo Jan 6, for Falmouth
 Eolo left Rosario Dec 26, for Falmouth
 Ecclefechan left St Helena Feb —, for Dundee
 Earl Granville left Tacoma Oct 2, for Glasgow
 E S Hocken left Kingston Feb 13, for Glasgow
 Ethiopia s left New York Mar 14, for Glasgow
 Elizabeth left Krakasand Dec 18, for Channel
 Enrico s left St Helena Feb —, for Channel
 Earl Granville left Iquique Jan 3, for Channel
 Estrella left Mauritius Feb 15, for Channel
 Eskasoni clrd at Akyab Mar 12, for Channel
 Ernst left Rosario Feb 8, for Channel
 Ennerdale left Pisagua Nov 29, for U K
 Elizabeth left Savannah Feb 19, for U K
 Entella s left New York Mar 6, for U K
 Emilia Revello left Savannah Mar 11, for U K
 Eurydice left Pisagua Dec 19, for U K
 Elfrida left Savannah Mar 16, for U K
 Emilie Marie left Mobile Feb 3, for Ayr
 Ellen A. Reed left Tacoma Dec 19, for Bristol
 Eagle left Aruba Feb 3, for Bo'ness
 Erik Dale clrd at Wilmington NC Jan 20, for C'diff
 Emanuel left Rio Janeiro Feb 16, for Cardiff
 Ellisif clrd at Pensacola Feb 20, for Grimsby
 Eclipse left Astoria Dec 24, for Hull
 Eleanor s left Bombay Mar 16, for Hull
 Ebro s left Kurrachee Mar 18, for Hull
 Ellen Lines left River Plate Jan 16, for Newport
 Edmonstone left Rio Janeiro Jan 11, for Penarth
 Elphinstone left Mobile Feb 19, for Port Glasgow
 Ems s left New York Mar 14, for Southampton
 Exeter City s left New York Mar 9, for Swansea
 Egero clrd at Pensacola Jan 21, for Tyne
 Evelyn left San Francisco Dec 5, for Waterford
 Fortuna left Para Dec 10, for Liverpool
 Franklin left Savannah Jan 26, for Liverpool
 Friedrig left Rio Grande Feb 5, for Liverpool
 Fulham s left Newport News Mar 4, for Liverpool
 Fairmead s left Norfolk Mar 11, for Liverpool
 Federico s left New Orleans Mar 2, for Liverpool
 Francisca s left Baltimore Mar 16, for Liverpool
 First Lancashire left St Helena Feb —, for London
 Falls of Garry left Melbourne Jan 22, for London
 Franziska left Ship Island Jan 22, for London
 France s left New York Mar 6, for London
 Falls of Inversnaid s left Malta Mar 18, for L'dn
 Freden clrd at Belsize Feb 23, for London
 Foyle left Demerara Mar 14, for London
 Fonar s left Philadelphia Mar 18, for London
 Fort James left San Francisco Nov 13, for Q'town
 Fascade left San Francisco Nov 20, for Q'town
 Fort George left San Francisco Mar 4, for Q'town
 Formosa left Port Germain Feb 9, for Falmouth
 Flintshire left Iquique Jan 2, for Falmouth
 Frey left Buenos Ayres Jan 10, for Falmouth
 Falls of Dee left St Helena Feb —, for Dundee
 Four Winds left Calcutta Jan 27, for Dundee
 Fulda left Banjoewangie Dec 5, for Channel
 Firth of Dornoch left Lyttelton Jan 6, for U K
 Florence Stella left Pisagua Dec 12, for U K
 Furst Bismarck left Pisagua Nov 23, for U K
 Fama de Canarias left Savannah Mar 12, for U K
 Friesland s left New York Mar 19, for U K
 Fortuna M clrd at Pensacola Feb 10, for Cardiff
 Flora clrd at Pascagoula Mar 2, for Fleetwood
 Fleetwing left Aruba Jan 22, for Plymouth

Garfield left San Francisco Jan 6, for Liverpool
 Gulf of Akaba s left Porto Praia Mar 19, for L'pool
 General Knox left San Francisco Jan 5, for L'pool
 Gulf of Papua s left Callao Feb 23, for Liverpool
 Goodwood left Valparaiso Feb 15, for Liverpool
 Governor s left New Orleans Mar 6, for Liverpool
 Gulf of Guinea s left Guayaquil Mar 14, for L'pool
 Gairloch s left Port Said Mar 15, for Liverpool
 Greece s left New York Mar 19, for Liverpool
 Gleniffer left St Helena Feb —, for London
 Gulf of Trinidad s left Coronel Feb 27, for London
 General Gordon left Melbourne Dec 20, for London
 Glenochil s left Suez Mar 3, for London
 Ganges s left Suez Mar 10, for London
 Gorkha s left Aden Mar 10, for London
 Gulf of Papua s left Callao Feb 23, for London
 Glenartney s left Singapore Mar 17, for London
 Gaekwar s left Aden Mar 14, for London
 Garth Castle s left Cape Town Mar 11, for London
 Glenegles s left Singapore Mar 17, for London
 Gerhards clrd at Pensacola Jan 17, for Queenstown
 Glenbervie left Melbourne Feb 7, for Queenstown
 Girvan clrd at San Francisco Feb 10, for Queenstown
 Gustavo Adolfo left Pisagua Dec 21, for Falmouth
 G H Wappaus left Iquique Nov 7, for Falmouth
 Garland left Iquique Nov 26, for Falmouth
 Gogla left Mauritius Dec 19, for Falmouth
 Gunnar left Laguna Jan 16, for Falmouth
 Gurli left Mayaguez Jan 17, for Falmouth
 Gyller clrd at Belize Feb 18, for Falmouth
 Gilead left Buenos Ayres Feb 6, for Falmouth
 Galathea left Iquique Jan 16, for Falmouth
 Garnet Hill left Chittagong Dec 24, for Dundee
 Gladstone clrd at Pensacola Dec 20, for Dundee
 Gareloch left Iquique Nov 6, for Channel
 Gateacre left Pisagua Dec 27, for Channel
 Glasgow left Port Augusta Jan 14, for Channel
 Guldax left Anjer Jan 23, for Channel
 Guy Mannering left St Helena Feb —, for Channel
 Glenbreck left San Francisco Mar 10, for Channel
 Grundloven left New York Feb 11, for U K
 Galathea left Charleston Feb 28, for U K
 Godfrey s left Newport News Mar 6, for U K
 Gut Heil s left Baltimore Mar 9, for U K
 Gryfe left Wallaroo Feb 1, for U K
 Guiding Star clrd at Wilmington Feb 20, for F'wood
 Gandal clrd at Belize Jan 6, for Goole
 General Roberts left San Francisco Feb 8, for Hull
 Gateside left Port Nolloth Jan 30, for Swansea
 Highmoor left Rio Janeiro Jan 12, for Liverpool
 Holkar left Ascension Jan 21, for Liverpool
 Hellenes s left St Vincent Mar 14, for Liverpool
 Hesperides s left River Plate Mar 9, for Liverpool
 Haytian s left New Orleans Mar 13, for Liverpool
 Heighington s left Norfolk, Va, Mar 4, for Liverpool
 Hippomenes s left River Plate Mar 13, for Liverpool
 Historian s left New Orleans Mar 20, for Liverpool
 Himalaya left Oamaru Dec 24, for London
 Harbinger left Melbourne Jan 11, for London
 Helena Mena left Fremantle Jan 16, for London
 Hurunui left Port Chalmers Jan 23, for London
 Hutton Hall left Melbourne Jan 27, for London
 Highland Glen left Timaru Jan 29, for London
 Harriet k ft Hobart Dec 21, for London
 Halcione, left Nelson, N.Z, Jan 2, for London
 Henry Villard left Esquimault, BC, Feb 3, for London
 Harry Buschman left New York Feb 12, for L'don
 Hesperus left Sydney Feb 24, for London
 Humber s left Manila Mar 7, for London
 Hera left Table Bay Feb 4, for Falmouth
 Hardi left Santa Fe Jan 9, for Falmouth
 Hansa left Laguna Mar 5, for Falmouth
 Halewood left Ascension Feb 14, for Dundee
 Horn Head s left Baltimore Mar 8, for Glasgow
 Highland Forest left St Helena Feb —, for Channel
 Hoghton Tower left Iquique Nov 26, for Channel
 Henrietta left Banjoewangie Dec 13, for Channel
 Helios left Port Augusta Jan 16, for Channel
 Honor left Anjer Jan 23, for Channel
 Holtingen clrd at Belize Feb 13, for Channel
 Hansa left Laguna Mar 5, for Channel
 Harold left Port Augusta Feb 3, for Channel
 Helenslea left Iquique Mar 14, for Channel
 Howden left Adelaide Dec 14, for U K
 Herlof Herlofsen left Savannah Feb 12, for U K
 Hartfield left Mauritius Jan 24, for U K
 Herman s left New York Mar 13, for U K
 Herman Cortez s left New Orleans Mar 21, for U K
 Henry Failing left San Francisco Jan 9, for Fleet-wood
 Helene clrd at Pascagoula Mar 2, for Fleetwood
 Herman Lemkukl clrd at Pensacola Jan 10, for Hull
 Hindoo s left New York Mar 9, for Hull
 Havelock clrd at Pensacola Mar 9, for Sharpness
 Hinda left Port Nolloth Feb 16, for Swansea
 I F Chapman left San Francisco Jan 30, for L'pool
 Lochbhora s left Norfolk Mar 9, for Liverpool
 Ilawarra left Sydney Dec 24, for London
 Invercarrell left Wellington Mar 19, for London
 Iris left Iquique Dec 9, for Falmouth
 Irby left Iquique Nov 28, for Falmouth
 Luca left Pisagua Nov 18, for Channel
 Indra s left Suez Mar 16, for U Kingdom

Iodine left Philadelphia Mar 7, for U Kingdom
 Inchborra s left Norfolk Mar 17, for U Kingdom
 Ingomar left Taital Dec 15, for U Kingdom
 Inchcape Rock left San Francisco Mar 8, for U K
 Iron Cross left Astoria Dec 26, for Belfast
 Iron Queen left Ferdinandina Jan 29, for Dublin
 Inverness left Coquimbo Dec 23, for Fleetwood
 Inch Keith left San Francisco Dec 13, for Galway
 Ingeborg clrd at Belize Feb 11, for Goole
 Iris left Mobile Mar 10, for W Hartlepool
 Jura left Demerara Feb 10, for Liverpool
 Joseph John s left Norfolk Mar 5, for Liverpool
 John Sanderson s left Malta Mar 13, for Liverpool
 Jessmore s left Norfolk Va Mar 12, for Liverpool
 John Rennie left Adelaide Dec 24, for London
 Jumna s left Batavia Mar 11, for London
 John Gill left Gig Harbour Dec 17, for London
 John Richards clrd at Trinidad Feb 14, for London
 Johanna left Banjoewangie Dec 23, for Falmouth
 Jalapa left Laguna Jan 20, for Falmouth
 Jonathan left Rosario Jan 5, for Falmouth
 Johanna left Corinto Jan 28, for Falmouth
 Joachim Christian left Santa Fe Jan 27, for Falmouth
 J B Brown left San Francisco Jan 18, for Port Glasgow
 J T North left Iquique Nov 29, for Channel
 John Gambles left Iquique Nov 28, for Channel
 John C Munro left Iquique Dec 24, for Channel
 Julio Teodora left Port Pirie Jan 1, for Channel
 Jenny left Black River Mar 9, for Channel
 James Aiken left Pisagua Dec 15, for U Kingdom
 Jane Radcliffe s left Norfolk Mar 11, for Bristol
 Jane Burrill left San Francisco Mar 6, for Hull
 Kirby Hall s left Bombay Mar 12, for Liverpool
 Kingdom of Saxony left Cossack Jan 4, for London
 Kenmore left Wellington Dec 30, for London
 Kingdom of Sweden left Bluff Harbour Jan 28, for London
 Killeena left Napier, N.Z., Feb 16, for London
 Kinclune left Port Chalmers Feb 19, for London
 Keemun s left Yokohama Mar 2, for London
 Khedive s left Colombo Mar 18, for London
 Kinkora left Astoria O Nov 16, for Queenstown
 Kate F Troop left Astoria Oct 22, for Falmouth
 Kosmos left Iquique Nov 22, for Falmouth
 Kylemore left Iquique Nov 27, for Falmouth
 Kelton left Melbourne Mar 5, for Falmouth
 Kate Crosby clrd at Pensacola Feb 7, for Leith
 Khersonese left St Helena Jan 20, for Dundee
 Kirkcubrightshire left Astoria Jan 8, for Channel
 Kirklock left Lobos de Afuera Dec 26, for Channel
 Kersbergen, Klases, left Java Mar 4, for Channel
 Kriemhild left Taital Nov 23, for U K
 Kirkdale left Talcahuano Jan 26, for U K
 Kaisow left Coquimbo Feb 21, for U K
 Kalstad clrd at Wilmington Mar 5, for Bowling
 Karoo left Tacoma Nov 26, for Bristol
 Lucy Reppen left Ship Island Mar 3, for Liverpool
 Liguria s left Monte Video Mar 19, for Liverpool
 Lake Ontario s left New York Mar 13, for Liverpool
 Loango s left New Orleans Mar 18, for Liverpool
 Lanfranc s left Para Mar 19, for Liverpool
 Lord Gough s left Philadelphia Mar 18, for L'pool
 Loch Ryan left Melbourne Nov 24, for London
 Langstone left Timaru Dec 17, for London
 Loch Lomond left Geelong Dec 18, for London
 Loch Sloy left Melbourne Jan 7, for London
 Leucadia clrd at Adelaide Dec 3, for London
 Loch Broom left Melbourne Jan 23, for London
 Lutterworth left Gisbourn Jan 28, for London
 Loch Garry left Melbourne Feb 9, for London
 Lancaster Castle left Sydney Mar —, for London
 Lusitania s left Guis Mar 18, for London
 Lufra left Hobart Feb 15, for London
 Lord Bangor s left Suez Mar 16, for London
 Lochnagar left Bluff Harbour Mar 11, for London
 Liv clrd at Trinidad Feb 21, for London
 Lonsdale left Astoria Nov 5, for Queenstown
 Loch Linne left Java Jan 31, for Queenstown
 Larnaca left San Francisco Jan 26, for Queenstown
 Lovspring clrd at Galveston Feb 9, for Queenstown
 Louis clrd at Wilmington Mar 4, for Queenstown
 Loch Breidan left Iquique Dec 22, for Falmouth
 Latimer left Pisagua Dec 25, for Falmouth
 Limari left Iquique Nov 10, for Falmouth
 Limena left Iquique Nov 26, for Falmouth
 Lakemba left Wallaroo Feb 2, for Falmouth
 Luigia M left Rosario Jan 7, for Falmouth
 Lealta left Santa Fe Jan 30, for Falmouth
 Loch Torridon left Calcutta Jan 9, for Dundee
 Loyal clrd at Pensacola Feb 24, for Dundee
 Loudon Hill left St Helena Feb —, for Dundee
 Letterewe left Pisagua Nov 20, for Channel
 Lotos left Anjer Dec 30, for Channel
 Leyland Brothers left Tacoma Feb 17, for Channel
 Loch Etive left Geelong Feb 25, for Channel
 Loch Katrine left Geelong Mar 3, for Channel
 Linlithgowshire left Tacoma Mar 19, for Channel
 Largo Law left Ascension Jan —, for U K
 Lake Erie left Tocopilla Jan 20, for U K
 Lyndhurst left Chittagong Jan 3, for U K
 Lux s left Philadelphia Mar 3, for U K
 Lady Wolsley left Pisagua Dec 12, for U K

Lowther Castle left Calcutta Mar 11, for U K
 Lydia left New York Mar 14, for U K
 Lennatar clrd at Pensacola Feb 27, for Ayr
 Lady Penrhyn left Talcahuano Jan 6, for Barrow
 Lord Lytton left Rio Janeiro Jan 10, for Cardiff
 Larnica left Rio Janeiro Jan 27, for Cardiff
 Loch Fleet left Carrizal Dec 15, for Fleetwood
 Latona clrd at Salt River Jan 22, for Goole
 Louise left San Francisco Oct 28, for Hull
 Loch Long left Melbourne Jan 7, for Hull
 Lizzie Bell left Astoria Feb 8, for Sligo
 Maccabeo left Anjer Jan 8, for Liverpool
 Magellan s left Rio Janeiro Mar 9, for Liverpool
 Mandingo s left Sierra Leone Mar 13, for Liverpool
 Magda s left Vizagapatam Mar 16, for Liverpool
 Melbourne s left Newport News Mar 16, for L'pool
 Maravilla left Salaverry Feb 3, for Liverpool
 Martaban left Suez Mar 16, for Liverpool
 Mandalay s left Wilmington Mar 18, for Liverpool
 Mermerus left Melbourne Dec 14, for London
 Mennock left Victoria BC Dec 18, for London
 Machrihanish left Auckland Jan 29, for London
 Morialta left Adelaide Feb 3, for London
 Millwall left Sydney Dec 29, for London
 Miltiades left Wellington Jan 16, for London
 Mentor left Rosario Jan 4, for London
 Minnyhive left Lyttelton Mar 1, for London
 Murrumbidgee s left Adelaide Mar 12, for London
 Memphis s left Baltimore Mar 7, for London
 Merkara s left Colombo Mar 16, for London
 Maryland s left Baltimore Mar 14, for London
 Macquarie left Sydney Mar 13, for London
 Melpomene left San Francisco Nov 1, for London
 Mamari s left Auckland Mar 9, for London
 Michigan s left Baltimore Mar 21, for London
 Mount Carmel left Astoria Nov 9, for Queenstown
 Mistle Hall left Astoria Nov 19, for Queenstown
 Macdiarmid left San Francisco Nov 20, for Q'town
 Magdala clrd at Pensacola Dec 22, for Queenstown
 M E Watson left San Francisco Mar 2, for Q'town
 Merioneth left San Francisco Mar 6, for Q'town
 Maxima left Monte Video Feb 11, for Queenstown
 Midnassol left Iquique Dec 3, for Falmouth
 Mirella left Pisagua Jan 10, for Falmouth
 Marga left Iquique Nov 18, for Falmouth
 Margaretha left Nuevitas Jan 29, for Falmouth
 Margaretha left Santa Fe Dec 23, for Falmouth
 Maria Stahl left Santa Fe Dec 24, for Falmouth
 Mathilde left Progresso Feb 12, for Falmouth
 Marie left Yucatan Jan 30, for Falmouth
 Mooltan left St Helena Feb —, for Dundee
 Manydown left Calcutta Dec 10, for Dundee
 Middlesex left St Helena Feb —, for Dundee
 Maulden left Calcutta Jan 14, for Dundee
 Messel clrd at Belize Jan 23, for Glasgow
 M Brockelmann clrd at Halifax Feb 27, for Glasgow
 Macduff clrd at Pensacola Feb 10, for Greenock
 Mercator left Port Pirie Nov 26, for Channel
 Mobile Bay left Antofagasta Nov 27, for Channel
 Moel Tryvan left Port Augusta Dec 6, for Channel
 Maiden City left Tocopilla Dec 20, for Channel
 Maelgwyn left Iquique Dec 20, for Channel
 Mitredale left Taital Dec 3, for Channel
 Mary Low left Fremantle Nov 23, for Channel
 Moel Eilian left Iquique Jan 3, for Channel
 Mon left Rangoon Dec 27, for Channel
 Maude left Adelaide Jan 7, for Channel
 Muncaster Castle left Melbourne Feb 25, for Chanl
 Moel y Don left Iquique Jan 14, for Channel
 Mary Jose left Taital Jan 16, for Channel
 Malaysia left San Francisco Aug 6, for U K
 Marpesia left Pisagua Nov 28, for U K
 Madeira left Pisagua Dec 31, for U K
 Myrtle Holme left Wallaroo Dec 6, for U K
 Marmion left Pisagua Dec 21, for U K
 Modestino left Brunswick Ga Mar 4, for U K
 Monte Sant Angelo left Savannah Mar 10, for U K
 Mirzapore left Pisagua Dec 31, for U K
 Maud left Port Wakefield Feb 6, for U K
 Marston Moor s left Port Royal Mar 19, for U K
 Mary L Burrill left Seattle Nov 3, for Bristol
 Marengo s left New York Mar 16, for Hull
 Moselle s left Buenos Ayres Feb 25, for S'hampt'n
 Magdalene s left Buenos Ayres Mar 18, for S'hampt'n
 Milton Park left Santa Rosalia Jan 16, for Swansea
 Nigretia s left Galveston Mar 11, for Liverpool
 Northumbria left Pensacola Mar 5, for Liverpool
 Niger s left Lagos Mar 16, for Liverpool
 Norseman left Boston Mar 19, for Liverpool
 Naporima s left Trinidad May 7, for London
 Niola left Carnarvon WA Dec 25, for London
 Northbrook left Wellington Jan 29, for London
 Nor Wester left Melbourne Mar 2, for London
 Ningchow s left Singapore Mar 9, for London
 Nestor s left Singapore Mar 11, for London
 Netherby left San Francisco Jan 2, for Queenstown
 Niobe clrd at Wilmington Jan 5, for Queenstown
 Neutral clrd at Belize Feb 17, for Falmouth
 Naeshem left Milk River Mar 3, for Falmouth
 North Flint s left Newport News Mar 7, for Glasgow
 Newman Hall left Pensacola Mar 2, for Greenock
 Nordenskjold left Frey Bentos Jan 6, for Channel
 Nil Desperandum left Samarang Feb 27, for Chanl
 Niobe left San Francisco Mar 19, for Channel

Natuna left Taital Dec 4, for U K
 Nor left Savannah Mar 5, for U K
 N B Palmer left New York Mar 11, for U K
 Nimbus left New York Mar 11, for U K
 Norden left Savannah Mar 13, for U K
 Nariva left Wilmington Feb 25, for Bowling
 Norden clrd at Darien Feb 27, for Rhyt
 O'hello left San Francisco Mar 7, for Liverpool
 Oregon s left Portland, Me, Mar 12, for Liverpool
 Orealla left Rangoon Mar 19, for Liverpool
 Orari left Wellington Nov 28, for London
 Oriana passed Cape Agulhas Feb 6, for London
 Oneida left Melbourne Feb 5, for London
 Oronsay left Adelaide Jan 7, for London
 Orion s left Malta Mar 11, for London
 Oroya s left Perim Mar 17, for London
 Orizaba s left Albany Mar 14, for London
 Opawa left Napier, NZ, Mar 16, for London
 Ottawa s left Halifax Mar 14, for London
 Oamaru s left Napier Mar 13, for London
 Ochertye left Astoria Dec 9, for Queenstown
 Olivia left Taital Dec 16, for Falmouth
 Ophir left Laguna Jan 30, for Falmouth
 Oakworth left Pisagua Dec 18, for Channel
 Oaklands left Port Augusta Mar. 21, for Channel
 Orissa left Ascension Feb 17, for U K
 Oban Bay left Oamaru Feb 16, for U K
 Orontes left San Francisco Nov 24, for Dublin
 Ocean Wave left Trinidad Feb 9, for Fowey
 Paul Isenberg left San Francisco Dec 5, for L'pool
 Prince Oscar passed St. Helena Jan 21, for L'pool
 Palmas s left New Orleans Mar 8, for Liverpool
 P O Petersen clrd at Pensacola Feb 27, for L'pool
 Palestine s left Boston Mar 21, for Liverpool
 Persian left Sydney, NSW, Dec 14, for London
 Pamure left Melbourne Jan 2, for London
 Port Jackson s left Suez Mar 18, for London
 Ping Suey s left Suez Mar 9, for London
 Piam s left Gibraltar Mar 19, for London
 Pakeha s left Lyttelton Feb 22, for London
 Port Denison s left Colombo Mar 13, for London
 Persia s left Perim Mar 16, for London
 Port Augusta s left Colombo Mar 11, for London
 Peshawur s left Bombay Mar 8, for London
 Pallas s left Colombo Mar 14, for London
 Patrician left Astoria Oct 30, for Queenstown
 Principality left Astoria Nov 9, for Queenstown
 Peru, Orr, left Pisagua Dec 13, for Queenstown
 Pimrose Hill left Port Townsend Jan 20, for Q'nt'n
 Paul Honerloh left Port Pirie Dec 8, for Falmouth
 Port Sonachan left Iquique Dec 13, for Falmouth
 Port Glasgow left Iquique Dec 18, for Falmouth
 Pine Branch s left St Vincent Mar 10, for Falmouth
 Paquita left Rosario Dec 29, for Falmouth
 Princess Louise left Gonaives Jan 28, for Falmouth
 Pegasus left Calcutta Jan 12, for Dundee
 Polympia, Ipland, left Calcutta Jan 13, for Dundee
 Palander clrd at Halifax Feb 12, for Glasgow
 Prima, Holm, left Anjer Nov 28, for Channel
 Picton Castle left Iquique Nov 18, for U K
 Pass of Lemy left Banjoewangie Dec 7, for U K
 Parknook left Pisagua Nov 28, for U K
 Pampero, George, left Coquimbo Dec 15, for U K
 Pleiad left Iquique Nov 28, for U K
 Poonah, Rickaby, left Astoria Mar 11, for U K
 Port Carlisle left Portland O Mar 14, for U K
 Pepe Tono left Brunswick Mar 16, for U K
 Potaro s left Brunswick Mar 16, for U K
 Prince Alfred clrd at Port Royal Mar 4, for U K
 Phasis left San Francisco Feb 8, for Dublin
 Port Crawford left San Francisco Dec 24, for Hull
 Parthia left Astoria Dec 24, for Limerick
 Prince Rupert clrd at Pensacola Jan 23, for Newcastle
 Pass of Balmaha left San Francisco Jan 21, for Sligo
 Pretoria s left Cape Town Mar 4, for Southampton
 Priorhill left San Francisco Oct 17, for Westport
 Queen Victoria s left New York Feb 26, for London
 Queen of the North left Mayaguez Jan 17, for Falm'th
 Queen of the Fleet left Monte Video Feb 5, for U K
 Queensland s left Newport News Mar 6, for U K
 R B Thomas, Colsen, left San Francisco, Nov 22, for Liverpool
 Rappahannock left San Francisco Feb 6, for L'pool
 Riverside left San Francisco Feb 16, for Liverpool
 Rydal Hall s left Suez Mar 16, for Liverpool
 Renée left San Francisco Feb 25, for Liverpool
 Rodney left Sydney Dec 6, for London
 Rakaia left Oamaru Jan 10, for London
 River Thames left Rockingham Jan 25, for London
 Ringitiki left Napier Jan 29, for London
 Bangatira s left Wellington Feb 1, for London
 Roumania s left Gibraltar Mar 15, for London
 Rakeka s left Lyttelton Feb 22, for London
 Rowena left Calcutta Feb 27, for London
 Rewa s left Calcutta Mar 16, for London
 Rothiemay left Port Townsend Nov 17, for Q'town
 Rackel left Rosario Dec 20, for Falmouth
 Rose left Laguna Jan 21, for Falmouth
 Rollo left Iquique Dec 30, for Falmouth
 River Clyde left Iquique Dec 30, for Falmouth
 Risoluto left Buenos Ayres Feb 6, for Falmouth
 Rokewood left Monte Video Dec 22, for Channel
 River Ganges left Iquique Dec 27, for U K
 Rosedhu left Iquique Jan 6, for U K

Ruysdael s left Rangoon Feb 4, for U K
 Rosalie left Savannah Feb 13, for U K
 Rinnovato left Philadelphia Feb 25, for U K
 Royal left New York Feb 27, for U K
 Ravenshoe left Norfolk Mar 4, for U K
 Rose of Devon left Philadelphia Mar 3, for U K
 Ringhome clrd at Pensacola Feb 4, for Barrow
 Rose Hill left Aruba Feb 9, for Bo'ness
 Stracathro left San Diego Dec 4, for Liverpool
 St Clears s left Bermuda Mar 14, for Liverpool
 Statesman s left New Orleans Feb 28, for L'pool
 Sobralense, s left Lisbon Mar 16, for Liverpool
 Servia s left New York Mar 14, for Liverpool
 St Pancras left New York Mar 17, for Liverpool
 Susanne left Singapore Nov 23, for London
 Salmis left Melbourne Dec 12, for London
 Strathgryfe, left Lyttelton Dec 15, for London
 Shandon left San Francisco Dec 20, for London
 Sierra Miranda left St Helena Feb 11, for London
 Savernake left St Helena Feb --, for London
 Samuel Plimsoll left Melbourne Dec 31, for London
 Sonora left Anjer Nov 28, for London
 Salmis left Melbourne Dec 11, for London
 Sophocles left Sydney Dec 20, for London
 Selkirkshire left Sydney NSW Feb 1, for London
 Scindia s left Gibraltar Mar 15, for London
 St Olaf clrd at Trinidad Jan 26, for London
 Straits of Belle Isle s left Malta Mar 18, for London
 Soukar left Wellington Feb 28, for London
 Sarpedon s left Singapore Mar 1, for London
 Shannon s left Port Said Mar 18, for London
 Sepia left Fremantle Jan 24, for London
 Star of Germany left Cochín Mar 11, for London
 Scottish left San Francisco Nov 13, for Queenstown
 San Carlos clrd at Pensacola Jan 21, for Q'town
 Stanley clrd at Pensacola Feb 24, for Queenstown
 Slamet left Banjoewangie Jan 15, for Falmouth
 Shakespeare left Lobos Nov 19, for Falmouth
 Solgely left Iquique Dec 3, for Falmouth
 Sophie Wilhelmine left Buenos Ayres Jan 20, for Falmouth
 Snowdrop left Rio Janeiro Jan 31, for Falmouth
 Schiffswerft left Tocopilla Jan 26, for Falmouth
 Soudan left Calcutta Jan 28, for Dundee
 Silvercraig left Calcutta Feb 10, for Dundee
 Siren left Calcutta Mar 7, for Dundee
 Sierra left St Helena Feb --, for Channel
 Schiller left San Francisco Dec 18, for Channel
 Scottish Isles left Portland O Dec 26, for Channel
 Sir Henry Lawrence left Pisagua Dec 25, for Channel
 Schwan left Laguna Jan 20, for Channel
 Stella B left Moulmein Dec 23, for Channel
 Solide left Anjer Dec 20, for Channel
 Simon left Anjer Jan 13, for Channel
 Stirlingshire left Melbourne Feb 28, for Channel
 Spica Kruse left Rangoon Feb 28, for Channel
 Sierra Morena left Rangoon Mar 3, for Channel
 Southesk left Port Augusta Mar 1, for Channel
 Sam Mendal left Adelaide Feb 1, for Channel
 Sea Foam left Frey Bentes Feb 21, for Channel
 Scottish Knight left Tocopilla Nov 30, for U K
 Superb left Pisagua Dec 12, for U K
 Star of Austria left Pisagua Dec 23, for U K
 Spirit of the Dawn left Port Pirie Nov 23, for U K
 Senator left Tacoma Feb 3, for U K
 Spirit of the Morning s left Iquique Jan 20, for U K
 Signal left Pisagua Nov 30, for U K
 Svalen left Brunswick Feb 5, for U K
 St Albans s left Baltimore Mar 2, for U K
 Samoa left Puget Sound Feb 18, for U K
 San Gottardo s left Monte Video Feb 18, for U K
 Shakespeare left Mobile Feb 25, for U K
 Sabrina left Iquique Jan 5, for U K
 Staubo left New York Mar 5, for U K
 Scottish Bard left Victoria, BC, Mar 5, for U K
 Sarah Radcliffe s left Norfolk Mar 11, for U K
 Simon left Brunswick Mar 11, for U K
 St Marnock s left New York Mar 12, for U K
 Strathdee s left Newport News Mar 12, for U K
 Sir J Laurence left Mobile Mar 16, for U K
 Souvenir left Charleston Mar 16, for U K
 San Prisco left New Orleans Mar 18, for U K
 Svalen clrd at St Simons Jan 29, for Aberdovey
 Stratford clrd at Darien Feb 18, for Belfast
 St Vincent left Bermuda Feb 16, for Cardiff
 Servia left Rio Janeiro Feb 14, for Cardiff
 Saerimner left Rio Janeiro Feb 17, for Cardiff
 Spes clrd at Wilmington Feb 19, for Middlebro
 Sinbad left Port Nolloth Jan 30, for Swansea
 Swansea Castle left Port Nolloth Jan 30, for Swansea
 St Petersburg clrd at Pascagoula Feb 5, for Troon
 Simon left Brunswick Mar 10, for Yarmouth
 Thor left Tacoma Oct 15, for Liverpool
 Tacoma left San Francisco Nov. 19, for Liverpool
 Tenerife s left Lagos Mar 5, for Liverpool
 Theresina s left Las Palmas Mar 18, for Liverpool
 Texan s left New Orleans Mar 17, for Liverpool
 Terpsichore left Calcutta Nov 11, for London
 Titania left New Westminster Nov 21, for London
 Trafalgar left Sydney Jan 12, for London
 Torridon left Sydney Jan 22, for London
 Turakina left Napier Jan 26, for London

Thyrtira left Sydney, NSW, Feb 7, for London
 Tamar s left Sydney Feb 11, for London
 Thomas Stephens left Sydney Dec 31, for London
 Tremmor clrd at Trinidad, Jan 28, for London
 Tongariro s left Rio Janeiro Mar 13, for London
 Taranaki left Port Chalmers Jan 16, for London
 Traveller s left Perim Mar 15, for London
 Tower Hill s left New York Mar 9, for London
 Titania left Pisagua Jan 3, for Falmouth
 Thurland Castle left Iquique Nov 29, for Falmouth
 Triton left Laguna Dec 19, for Falmouth
 Try left Buenos Ayres Jan 12, for Falmouth
 Trowbridge s left Pisagua Dec 7, for Channel
 Thomas S Stowe left Pisagua Dec 25, for Channel
 Tythonus left Portland, O, Feb 5, for Channel
 Tamerlane clrd at Talcahuano Mar 7, for Channel
 Talca left Pisagua Nov 29, for U K
 Thiorva left Victoria, BC, Dec 31, for U K
 Toni left Brunswick Jan 17, for U K
 Thora left Savannah Feb 27, for U K
 Tillie E Starbuck left Astoria Feb 17, for U K
 Themis left Savannah Mar 5, for U K
 Tropic s left Galveston Mar 10, for U K
 Theodor Fischer left New York Mar 11, for U K
 Thos Faulkner left Taital Dec 31, for U K
 Trongate clrd at Talcahuano Jan 30, for U K
 Topaze s left New Orleans Mar 20, for U K
 Triton clrd at Wilmington Feb 24, for Bristol
 Thela clrd at Belize Jan 23, for Goole
 Tartar s left Cape Town Mar 18, for Southampton
 Trent s left Pascambuco Mar 18, for Southampton
 Ullock left Pascagoula Feb 25, for Liverpool
 Umvoti left Cochín Jan 23, for London
 Umbilo s left Natal Feb 20, for London
 Umona s left Natal Mar 15, for London
 Urania left Port Adelaide Dec 24, for Channel
 Undine clrd at Pensacola Jan 23, for Sharpness
 Victoria, Blanke, clrd at Belize Jan 23, for Liverpool
 Venetian s left Boston Mar 11, for Liverpool
 Vesta s left New Orleans Mar 14, for Liverpool
 Volta s left Accra Mar 16, for Liverpool
 Victoria s left Suez Mar 16, for London
 Valetta s left King George's Sound Mar 9, for Lond
 Violette left Santa Fe Dec 6, for Falmouth
 Varuna left Iquique Dec 27, for Falmouth
 Virginia left Santa Fe Jan 7, for Falmouth
 Victoria Regina left Calcutta Feb 11, for Dundee
 Visurgis left San Francisco Dec 30, for Channel
 Victor left Apia Dec 8, for Channel
 Victoria left Santa Fe Jan 26, for Channel
 Velkommen left Galveston Jan 6, for U K
 Vineta left New York Jan 7, for U K
 Vellore left Iquique Jan 10, for U K
 Vanadis left Savannah Feb 18, for U K
 Vaeni, left Savannah Mar 12, for U K
 Vega clrd at Belize Dec 9, for Goole
 Vesta left Savannah Jan 24, for Granton
 Viscount left Astoria Jan 14, for Hull
 Valley clrd at Pensacola Feb 24, for Lynn
 Vesta left Brunswick Mar 10, for Portsmouth
 Ventura left San Francisco Oct 25, for Westport
 W J Pirie left San Francisco Nov 5, for Liverpool
 William F Babcock clrd at San Francisco Jan 20, for Liverpool
 Welsh Girl left Rio Grande Jan 22, for Liverpool
 Werneth Hall s left Marseilles Mar 13, for Liverpool
 Wm Cliff s left New Orleans Mar 8, for Liverpool
 Wennington Hall s left Bombay Mar 12, for Lpool
 Worsley Hall s left Kurrachee Mar 13, for Liverpool
 Wisconsin s left New York Mar 15, for Liverpool
 Waipa left Timaru Dec 15, for London
 Waterloo left Wallaroo Dec 14, for London
 Waitangi left Gisborne Dec 22, for London
 Wave Queen left Lyttelton Jan 16, for London
 West Australian left Onslow Jan. 6, for London
 West Lethian left Sydney Dec 17, for London
 Westbury left Launceston Jan 22, for London
 Waimea left Bluff Harbour Mar 11, for London
 Wychwood left Antofagasta Nov 22, for Falmouth
 William Engels left Iquique Dec 30, for Falmouth
 Woolton, Johnston, left St. Helena Jan 6, for Channel
 Waterwitch left Rosario Jan 13, for Channel
 Wega, left Rangoon Feb 28, for Channel
 Western Monarch left Huanillos Jan 20, for Channel
 Windermere left Buenos Ayres Dec 15, for U K
 Westward Ho left Pisagua Nov 30, for U K
 White Rose left Monte Video Mar 3, for Cardiff
 Yallaro left Sydney Dec 24, for London
 Yorktown left San Francisco Dec 12, for Queenstown
 Yamoyden left Brunswick Dec 11, for U K
 Zephyrus s left Campana Mar 1, for Liverpool
 Zealandia left Auckland Nov 29, for London
 Zemindar left Calcutta Feb 8, for London
 Zeta s left Las Palmas Mar 12, for London
 Zingara left Rio Janeiro Jan 16, for Falmouth
 Zeritza left Rio Janeiro Feb 1, for Falmouth
 Zeleika left Sydney Dec 4, for Glasgow
 Zeenymph clrd at Pensacola Jan 23, for Greenock
 Zampa left Savannah Feb 25, for U K

A STEVEDORE named Bush has been awarded £25 damages for injuries received by a bag of grain coming down a shoot and hitting him while stowing a vessel.

SHIPS SPOKEN.

Armada, English ship, Liverpool to Melbourne, March 6, 17 N, 25 W, 27 days out.
 Antarctic, for Valparaíso, March 14, 40 N, 13 W.
 Avanti, for Falmouth, March 19, 48 N, 30 W.
 Blengfell, ship, of Liverpool, Astoria to Cork, March 16, 50 N, 3 W.
 Bothwell, for Hull, March 14, 45 N, 48 W.
 British Ambassador, ship, all well, March 18, 48 N, 31 W.
 Bothwell, San Francisco to Hull, March 14, 45 N, 40 W.
 Balaklava, barque, of Liverpool, March 19, 48 N, 33 W, bound east.
 Beatrice, of Newport, bound east, all well, 49 N, 19 W.
 Carlisle Castle, ship, Melbourne to London, Feb. 7, 100 miles west of the Solanders.
 Cambrian Monarch, ship, London to Melbourne, steering south, March 8, 27 N, 21 W.
 County of Cardigan, ship, of Liverpool, March 19, 48 N, 33 W, bound east.
 County of Kinross, four-masted ship, Liverpool to Calcutta, all well, Feb. 12, 35 S, 20 W.
 Cynisca, barque, of Glasgow, March 16, 50 N, 34 W.
 Decapolis, English barque, steering east, March 14, 46 N, 58 W.
 Dione, Hamburg to Talcahuano, March 14, 48 N, 7 W.
 Dragan (T), s, March 12, 60 miles SW of Ushant.
 Doris, schooner, of Salcombe, March 3, off Cape Bon.
 Euphrates, four-masted ship, Calcutta to Boulogne, all well, March 14, 47 N, 23 W.
 E. B. Sutton, ship, New York to San Francisco, Jan. 5, 6 S, 31 W.
 Earl Granville, barque, Iquique to Falmouth, steering NNE, Feb. 20, 23 S, 32 W.
 Edinburgh, barque, of Glasgow, Adelaide to London, steering north, Feb. 26, 7 S, 26 W.
 Evesham Abbey, British ship, San Francisco to Dunkirk, about Feb. 18, 12 S, 32 W.
 Fridig, Norwegian barque, steering east, Feb. 27, off Fowey Rock, Florida.
 Ganges, barque, March 19, 31 N, 17 W.
 Governor Ames, Baltimore to San Francisco, Feb. 21, 50 S, 65 W.
 G. M. Stanwood, Caleta Buena to Hampton Roads, Jan. 25, 36 S, long. 29.
 Holkar, of Liverpool, bound east, all well, March 17, 49 N, 19 W.
 Houghton Tower, ship, Iquique to Falmouth 46 days, steering NE, Jan. 22, 37 S, 31 W.
 "Holland," barque, Dec. 28, 13 S, 14 E.
 Jura, for Liverpool, March 13, 48 N, 30 W.
 J. C. Hall, barque, of Hull, steering north, Feb. 23, 18 S, 29 W.
 Longhirst, s, March 14, 49 N, 27 W.
 Lord Lytton, for Cardiff, March 13, 44 N, 38 W.
 Mangalore, English ship, Feb. 9, 31 S, 48 W.
 Matara, barque, London to New Zealand, all well, March 15, 37 N, 18 W.
 Mylome, ship, of Liverpool, March 19, 47 N, 34 W, bound east.
 Prior Hill, barque, of Glasgow (KBFP), March 17, lat. 51 N, long. 13 W.
 Patriot, Hamburg barque, steering west, March 17, near Dover.
 Ringdove, barque, of Greenock, steering south, March 9, 29 N, 19 W.
 Rhone, English ship, bound west, March 3, 53 N, 49 W.
 Samaria, s, Liverpool to Boston, March 21, 51 N, 15 W.
 Superb, British ship, Pisagua to United Kingdom, Jan. 11, 55 S, 63 W.
 St. Cuthbert, English barque, March 12, 50 miles SW of Ushant.
 Samuel Plimsoll, ship, Melbourne to London, steering north, Feb. 28, 1 N, 125 W.
 Sovereign, barque, of Newport, steering south, March 7, 23 N, 23 W.
 Zoe, for Liverpool, March 19, off Longships.

An inquest was held at Liverpool on Mar. 20, on the body of Patrick Donnelly, who was working on board the steamer *Gothland*, when some bags of sugar fell from the slings upon him, and he was severely injured, last December, dying Mar. 18. The Jury returned an open verdict.

SEAL FISHING.—A telegram received in Dundee, March 24, reports:—Vessels prosecuting the Newfoundland seal fishing have met with great success. The *Neptune* arrived at St. John's yesterday morning with 32,000 seals. She reports that when she left the grounds the *Hector* had 23,000; *Terra Nova*, 35,000; *Wolfe*, *Vanguard*, and *Greenland*, 15,000 each; *Ranger*, *Leopard*, and *Esquimaux*, 12,000 each; *Island* and *Eagle*, 11,000 and 10,000 respectively; *Aurora*, *Walrus*, and *Kite*, 8,000, 5,000 and 2,000 seals each.

SEAFARING DISASTERS.

Abyssinia.—A telegram from Saigon states that the British steamer *Abyssinia* went ashore, but was afterwards got off with assistance; second officer and two of the crew drowned.

Beacon Light, steamer, arrived at East Dock, Cardiff, damaged about decks by sea.

Charles, steamer, towed into Whitehaven, making much water.

City of Verviers, British s, Brussels for London, has put into Antwerp damaged, having been in collision with a Rhine barge.

Cragside, steamer, at Norfolk, with ballast tank leaking freely.

Dago, steamer, arrived at Philadelphia with cargo shifted.

George Heaton, s, has been towed into Lisbon with loss of propeller.

Gwenland, s, went ashore in crossing the bar at Huelva, and remains.

Heliades, s, and tug *Knight of St. George*, collided in River Mersey. Former sustained considerable damage.

Islander, see *Vesta*.

Joseph Banigan is ashore near Sandy Hook.

Montgomery Castle has docked at Cardiff damaged about bows and stem.

Nanning, s, is ashore at Lema Islands badly damaged. Hong Kong telegram says she will probably be a total loss.

Peter, schooner, returned to Gravesend with loss of jibboom and head gear, having been run into March 23 while at anchor by the schooner *Elsie*, which vessel passed up with damage to starboard rigging.

Lyra Donna, Penzance schooner, was caught in a gale off the Land's End, and all hope of her safety abandoned. There are three widows and 20 fatherless children by this calamity. A portion of the bottom of the vessel has been washed ashore at Annette, the westernmost of the Scilly Islands.

Seringa, Norwegian barque, put into Lisbon with loss of stanchions and bulwarks and deck-beams broken.

Senator Weber, Swedish ship, sprung a leak and sank; crew saved.

Victory, schooner, stranded across the river near Haverfordwest, causing serious leak and damaging cargo.

Vesta, steamer, collided near Ilfracombe, with the schooner *Islander*, which sank almost immediately crew saved.

Vesta, barque, abandoned in the Atlantic after collision with the schooner *Nordkap*; crew landed at Dover.

A DANGEROUS WRECK.—Sir E. Birkbeck has asked the President of the Board of Trade whether, on the 16th inst., one of the Palling lifeboats, stationed on the coast of Norfolk, launched to the assistance of a stranded vessel, struck on the wreck of the *Danmark* and was seriously stove in; whether this was one of the wrecks for the removal of which the Board of Trade refused to grant funds, though it is dangerous to lifeboat service. Sir M. Hicks-Beach replied that facts were correct, and that he is now in communication with Trinity House as to the removal of the wreck.

FRAUDULENT DISCHARGE.—At Greenock, on March 20, Henry M. Laughlan, able seaman, pleaded guilty to having, on 19th instant, in Greenock, fraudulently made use of a certificate of discharge and report of character from the ship *Trinacria*, of Glasgow, belonging to John Dickson, and represented to the deputy shipping master that he was the said John Dickson, and thereby procured an engagement as able seaman in the ship *Sheikh Berkhud*, of Greenock, while said certificate and report did not belong to him, contrary to the Merchant Shipping Act. Fined £4, with the alternative of 30 days' imprisonment.

WARNING TO MASTERS.—At Plymouth, March 23, Philip Whitefield, master of the steamship *Radnor*, of Cardiff, was summoned for having refused to stand by another vessel after collision, until it was ascertained if she needed assistance, and also for not giving the name of his vessel to the ship with which he was in collision. Evidence in support of the charge was given by John Evans, second mate of the *Radnor*, and by other members of the crew. In defence the captain produced the ship's log, an entry in which showed that there was no reason to believe the schooner collided with had received any injury; and that for fully 15 minutes after the steamer remained in the neighbourhood. Evidence to this effect was given, but the bench considered that the captain had contravened the Act in having failed to give the name of the steamer to the schooner, and fined him £20, besides allowing £10 as costs. The charge of having refused to stand by was dismissed.

CORRESPONDENCE.

Correspondents must write on one side of the paper only, and to secure early publication be as brief as possible.

THE NAVAL RESERVE.

To the Editor of "Seafaring."

SIR,—I am led to understand the Admiralty are making inquiries in a very quiet way as to how they may get men to join the Royal Naval Reserve. I would like to see every British seaman able to handle a musket in that corps. I would suggest that the men be allowed to do their drill in the evening, the same as the naval volunteers. Let them go in on the understanding that they have to do so many hours per year. With this little piece of strategy all men would take the advantages that are offered to them in the Reserve. But as it is at present, no man can afford to lose his employment to do a month's drill right off, or even a week, as sometimes the men lose good employment, and then have to walk about a month looking for other work. If men do not join after this is conceded (if ever it is) lads between the age of 17 and 21 ought to be made to do three years in a regular seagoing ship of war, which would train them up to discipline, and also to prepare them to come on board a merchantman with a little knowledge of the work they are about to do. I trust some abler pen than mine will take up this matter, as it is only through the press that the Admiralty will gain the information they need. This would be better than going round in a quiet way, as they are doing, soliciting information. If they were to ask boldly through the press for suggestions, they would get some practical ones, which would save them a lot of trouble and expense.

GEORGE COWIE.

MAIL SHIPS BILL.—In the House of Commons Sir J. Fergusson, in moving the second reading of this Bill, explained that its object was to confirm a convention by which British mail ships would be put on the same footing as foreign ones. The fact of foreign mail ships possessing the privileges of men-of-war had caused great discontent among British shipowners, who were placed in an inferiority to foreign owners, but they would now be on precisely the same footing. There was a provision that if a warrant was to be executed on board notice must be given to the consular officer, and the ship might be detained for an hour if he were absent at the time. Power was also given to enter into a permanent bail bond, that bail bond and damages claimed under it to be enforceable in the country of jurisdiction, so that any claim against a French ship would be recoverable in London. There was one provision which would require shipmasters to receive on board mails in a port of France as in an English port at the same rate as those fixed by the Postal Union of 1874. It was most important that this Bill should be read a second time that evening, in order that the new convention might be ratified before the end of the month. The Bill was then read a second time.

ALLEGED OVERLOADING.—At Cardiff Police Court on March 18 (before Dr. H. J. Paine and Sir Morgan Morgan) Captain James H. Braddon, master of the steamship *Rapid*, was summoned by the Board of Trade for that he did unlawfully, on the 19th of January last, so load his ship that the centre of the disc was submerged in contravention of the Merchant Shipping Act of 1876. Mr. Vachell was for the prosecution, and Mr. Handcock for defendant. Mr. Vachell said that the *Rapid* was loaded at Swansea. At the time the vessel was not marked in accordance with the Act passed last year, and the prosecution was brought under the Act of 1876. The fact of the disc being submerged was brought under the notice of the captain, but the vessel proceeded to sea. Two or three firemen jumped from the vessel on to the quay, and would not go with her. A Board of Trade officer stationed at Swansea, and a constable in the employ of the Board of Trade at Swansea, gave evidence as to the alleged overloading. James Meredith, mate of the *Rapid*, was called for the defence, and said that when the steamer left the dock there were four or five tons of ashes on the deck and about 15 tons of water in the tanks. The donkey pump had broken down and prevented them from pumping the water out of the tanks. The water was pumped out as soon as they got outside the dock, and the ashes were thrown overboard. William Thomas Hopkins, the chief engineer, corroborated. Mr. Handcock having spoken for the defence, the Bench imposed a mitigated penalty of £20 and costs.

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PRESIDENT:
SAMUEL PLIMSOLL, Esq.

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- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent. Office, 21, Nørregade.
- ASERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie, 27, Broomhall-street, via Acklington.
- AMSTERDAM.**—H. Wienhuizen, Waterloo, Plain, secretary.
- ANTWERP.**—
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARBOSSAN.**—W. Galbraith, 59, Glasgow-street.
- ARKLOW.**—P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-st., near Shipping Office, Barry Dock, sec.; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
- BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMERHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at the Ship, Redcliff Hill.
- BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN.**—Branch office, Ostergade 32 Thalia. Meeting, Wednesday, 7 p.m.
- CORK.**—Michael Anstin, 6, Patrick-street.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.
- DROGHEDA.**—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.
- DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMBARTON.**—J. McNee, Kirk-street, agent.
- DUNDALK.**—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Durbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNGARVAN.**—P. Power, 5, St. Mary-street.
- FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
- GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG.**—C. S. Neilson, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Friday evening at 8, in Bergsgatan 24.
- GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND.**—John Degin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
- GREENOCK.**—G. McNaught, 16, East India Breast.
- HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH.**—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL.**—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall, Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
- LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meeting Tuesday, at 7.30 p.m., Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.
- LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.
- LIVERPOOL (Branch No. 1).**—H. R. Taunton, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL (Branch No. 2).**—T. Connerty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.
- LIVERPOOL (Branch No. 4).**—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
- LIVERPOOL (Tug and Ferryboat Branch).**—Meeting Malakoff Hall, Cleveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11,167.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E. secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
- LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
- LONDONDERRY.**—A. O'Hea, 27, William-street.
- LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- MALMO.**—Axel Danielson, Nørregation No. 3b.

- MARYPORT.**—J. Smith Elliott-yard, Senhouse-street, secretary. Meeting Monday, 7 p.m.
- METHIL.**—Wm. Walker, Commercial-street.
- MIDDLESBRO'**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
- MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
- NEWRY.**—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
- PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.
- PENARTH.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; E. G. Amble, 26, Olive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
- PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office Forester's Hall, Nottet-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
- PORT GLASGOW.**—G. McNaught, 16, East India Breast, Greenock.
- PORTSMOUTH.**—W. Thorburn, 38, St. John's-road, Threatham.
- ROTTERDAM (Holland).**—J. R. de Vries, secretary Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
- RUNCORN.**—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
- CANDINAVIAN DEPARTMENT.**—Victor Backe, sec. Office, 10, Classensgade, Copenhagen.
- SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
- SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
- SHIELDS (North).**—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
- STOCKTON-ON-TEES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
- SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.
- WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.
- WATERFORD.**—J. Ayton, 82, Quay.
- WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
- WEXFORD.**—P. O. Dwyer, Main-street.
- WICKLOW.**—Thomas Gregory, Main-street.
- WHITBY.**—Paul Stamp, agent, Fleece Inn.
- WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
- WHITEHAVEN.** } John Smith, Maryport.
- WORKINGTON.** }
- YOUGHAL.**—J. Collins, Braun-street.

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HEAD OFFICE:

Central Coffee Tavern, High Street West,
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General Secretary, **H. FRIEND.**

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 E. Cathery, Branch Secretary.

TYNE DOCK, 26, Redhead's-buildings.
 NORTH SHIELDS, 27, Duke-street; J. R. G. King,
 Branch Secretary; A. Rutherford, District Sec.

Members of the above Association can
 pay their contributions at any of the above
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By Order,

H. FRIEND, General Secretary.

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NOTICE TO MEMBERS.

All members of the above are hereby informed
 that the late Secretary, Geo. T. Luccock, has
 nothing whatever to do with the Union. All
 communications to be addressed to the under-
 signed,

HENRY S. BARRETT, Secretary.

SAILORS' AND FIREMEN'S UNION NOTICES.

LEVIES.

TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen

Arbroath

Barry

Birkenhead

Blyth

Bootle

Bristol

Cardiff

Deptford & Rotherhithe

Drogheda

Dublin

Dundalk

Dundee

Goole

Grangemouth

Green's Home

Grimsby

Hull

King's Lynn

Liverpool

London, all Branches

Londonderry

Middlesbro'

Montrose

Newcastle-on-Tyne

Newport

Newry

Peterhead

Plymouth

Seaham Harbour

Shields (North)

Shields (South)

Stockton

Sunderland

Swansea

Tidal Basin

Tower Hill

West Hartlepool

Whitby

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each, to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners' Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

THE STEAMER "ANDALUSIA."

The crew of the steamer *Andalusia*, trading between West Hartlepool, Scarborough, and London, are all good Union men. This is not the same steamer *Andalusia* which has been advertised in SEAFARING as a Federation ship.—By order, J. LEAHY, Secretary West Hartlepool Branch.

UNION MEN PLEASE HELP THE DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these Branches, on Monday, April 13, the following prizes will be drawn for:—1st prize, Silk Worked Picture (by a member), worth £4; 2nd prize, Silver Medal (enamelled); 3rd prize, Silver Medal (plain). Tickets, 6d. each, may be had from the Secretary, Mr. McKevitt, or at SEAFARING Office. The winning numbers will be advertised in SEAFARING after the draw, and winners can, if they choose, have the value of the prize they win in money.—THOS. McKEVITT, Secretary.

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NOTICES.

"SEAFARING."

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Six Months 3s. 3d.

Three Months 1s. 8d.

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TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minorities, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minorities, London, E. to whom all remittances must be made payable. (Post Office Orders at Minorities, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

Seafaring.

SATURDAY, MARCH 28, 1891.

WANT WATCHING.

As mentioned in SEAFARING of March 7, Mr. Joseph Chamberlain in the House of Commons has asked the President of the Board of Trade if his attention had been called to the illegal shipment of incompetent seamen. When Mr. Chamberlain was President of the Board of Trade, says a correspondent, he introduced a measure into Parliament which became law, and is known as the Merchant Seamen (Payment of Wages and Rating) Act, 1880. At that time the seamen complained that men were shipped as able seamen who were not qualified by service at sea to undertake the duties of A.B. To meet that grievance Section 7 of the Act of 1880 provides that a seaman shall not be entitled to the rating of A.B., or able-bodied seaman, unless he has served at sea, before the mast, for a period of four years, but fishermen are to be qualified if they have been employed three years on a decked vessel in addition to one year in a trading vessel. Sir Michael Hicks-Beach, in reply to the interrogation of Mr. Chamberlain, said that there was nothing in the Merchant Shipping Act which conferred on superintendents power to refuse the engagement of men presented to sign articles of agreement without the production of certificates of service. That view, he observed, was endorsed in a paragraph in the report of the Commission on "Loss of Life at Sea." Perhaps so, but the fact remains that the members of the Royal Commission were not appointed to place a construction on the law of 1880, therefore their opinion is worth nothing. The statute declares that no seaman shall be entitled to the rating of A.B. unless he has served four years. Yet despite that specific enactment, men are picked up by Shipping Federation runners and are unlawfully engaged to serve on board merchant ships as A.B.'s who have never been to sea before, much less for a

term of four years. Clause 172 of the Merchant Shipping Act, 1854, declares that upon the discharge of any seaman the master shall sign and give him a certificate of discharge in a form sanctioned by the Board of Trade, specifying the length of his service and time and place of termination of agreement, under a penalty of £10; and by Section 176 of the same statute, the master shall make and sign a report of the conduct, character, and qualifications of persons discharged, or he may state, in a column to be left for that purpose, that he declines to give an opinion on any such particulars. It is customary for seamen on signing articles to present their certificates of character and discharge, or at all events the one relating to their last employment. If a seaman does not produce a certificate, that alone does not disqualify him from being engaged, and there is no penalty attached to the non-presentation of certificates. But the staff of mercantile marine offices, who pass their existence in signing on and discharging seamen, should be able to see at a glance the difference between a landsman and a sailor, and if they are ignorant, their situations ought to be filled by men of practical experience. Sir Michael Hicks-Beach offered the lame excuse that there was great laxity in the rating of A.B.'s, and no proof offered of the four years' sea service. That may be, and perhaps is, a fact, but is it not the duty of the officials at shipping offices to check these breaches of the statute? Where a youth has been trained on a school-ship and then goes to sea, it is possible he may be competent to perform the work of an A.B. before he has been to sea the full four years. That, however, is not the point at issue. A landsman, by his want of nautical knowledge, may cause the loss of a ship, her crew and cargo. Numerical strength will not compensate for bad seamanship. The Act of 1880 says distinctly that a man shall not be rated as A.B. till he has served four years, and mercantile marine offices might as well be closed if the officials are not acquainted with the law.

Mention has been made of labourers being brought to the shipping office and supplied by persons not licensed. Sub-section 1 of Clause 147, Merchant Shipping Act, 1854, enacts that no other than a person licensed by the Board of Trade, other than the owner, master, or mate of a ship, or some person who is *bona fide* the servant and in the constant employ of the owner, shall supply seamen, under a penalty of £20. A runner in the employ of a federation of shipowners or ship managers is not authorised to supply seamen. We should think that seamen are entitled to as much protection as merchants or underwriters. Should a ship be sent to sea without an efficient crew she is unseaworthy—(1. Park's Law of Insurance, 458; 1. Marshall on Insurance, 146; 3. Kent's Commentaries, 287; 2. Arnold on Marine Insurance, 6th edition, p. 653). Under an implied warranty of seaworthiness the owner must provide a sufficient crew of competent skill for the voyage. There are numerous cases to this point. Not only is a policy voided by an incompetent crew, but a charter-party also is of no effect, and, in the event of loss, gives a good right of action. Should a master be disabled from performing his duty, and there is no skilled person to supply his place, the ship is not seaworthy—(Tait v. Levi.—Nov. 11, 1811.—Easter Term). Notwithstanding that the House of Lords and the Common

Law Courts have pronounced inefficiently manned ships as unseaworthy, it is now feared that shipping offices, the creatures of an Act of Parliament, may be permitted, in defiance of Acts of Parliament, to pass ships in an unseaworthy state, at the instigation of ship-managers confederated to compel seamen to take their tickets. This is unlawful, and the proof of the fact is established by confirmation by the Board of Trade, that disqualified men have been supplied by unlicensed agents, two of whom have been convicted, and those agents were in the service of the intimidating Federation.

NAUTICAL NEWS.

THE inquiry at Sunderland into the loss of the steamer *Lero* on the coast of Holland resulted in the suspension of the master's (Captain Chisholm) certificate for four months.

SIR MICHAEL HICKS-BEACH has told the chairman of the P. & O. Company in Parliament that all the members of the Committee on water-tight bulkheads are shipowners except two.

THE Russian brigantine *Logo* has arrived at Portland with the chief mate and four of the crew of the Swedish barque *Senator Weber*, which is supposed to have foundered with the rest of the crew.

IN the Admiralty Court, an action arising out of the collision, last November, between the *Ianthe*, s, and the *Laurel*, trawler, in St. George's Channel, has resulted in the Court pronouncing both to blame.

THE inquiry at North Shields into the stranding of the *Robina*, s, of that port, on the Yorkshire coast, last February, has resulted in the Court finding the master, Captain Sinclair, to blame, and suspending his certificate for six months.

THE annual report of the Clyde Training Ship Association shows that during the twelve months under review 73 boys were sent to sea, 3 enlisted in the army, 8 were discharged, 5 were transferred to schools on shore, and at Dec. 31 392 boys remained in the training ship.

THE Corporation of the Trinity House give notice that on or about Sept. 1 it is their intention to establish a steam pilot vessel at Dungeness in place of the ketch hitherto cruising at that station; whilst simultaneously therewith the ketch cruising between Dymchurch and Folkestone will be withdrawn.

AN accident has occurred on board the sailing ship *Queen Victoria*, in Penarth Roads. Some of the crew were raising the anchor when the capstan reversed, and one of the men was knocked overboard and drowned. Another man had his right leg badly fractured, and three others were severely cut and bruised.

IT is reported on the Hull 'Change that some anxiety is felt for the safety of the large Glasgow sailing ship *Dumfriesshire*, bound to Hull from San Francisco. The *Dumfriesshire* left San Francisco on Oct. 23, being last spoken off Cape Horn on Jan. 1. She was built in January, 1890, the present being her first voyage.

IN the Admiralty Court there was an action brought by 25 watermen of Gravesend for salvage services rendered to the steamer *Lambeth*, in the River Thames, on July 15, 1889, when she was on fire. Defendants paid £25 into Court and judgment for that amount was given, with costs, up to the time it was paid in.

AT the annual meeting of the National Lifeboat Institution on Saturday it was stated that no fewer than 555 lives were saved during the past twelve months by the heroic efforts of the crews. By other means than lifeboats 218 additional lives were preserved during the period indicated. More than the whole year's income has been spent.

THE Rev. J. F. Griffiths has been appointed The Mission to Seamen chaplain for the shipping, fishing vessels and barges on the Tees, with his headquarters at Middlesbrough, where the late Archbishop of York was desirous of seeing a seamen's church and institute built as a place of refuge, recreation, and worship for sailors ashore.

THERE are serious complaints as to the condition of matters at the docks at Dunkirk. Two new docks, opened last year, have not yet, it is said, been lighted at night, and accidents often happen there. A carpenter of a British barque was drowned in the darkness a few nights ago, and other sailors fell into the dock. The trade of the port is likely to suffer, it is said, for vessels will go elsewhere.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The Shipping Federation have sent their hands ashore from the *Scotland*, where they used to be boarded. They were hooted as they passed out into the streets.

What balance will go to the *Thanemore* relief fund after paying the expenses of the recent benefit at the Paragon Music Hall, we have not yet been informed. The secretary acknowledges the receipt of a guinea towards the fund from the editor of SEAFARING.

Tidal Basin Branch held its usual weekly meeting March 20, Bro. Starkey, president, in the chair. The minutes and financial statement being adopted, it was resolved that the new members enrolled during the week be admitted. It was resolved to appoint one delegate to sit on the committee at 144, Barking-road, Plaistow, with reference to the 8 hours day demonstration, and that Mr. T. M. Walsh be the nominee. It was decided to elect two delegates to sit on the Poplar Hospital Demonstration Committee. Bros. Garvie and Simpson being duly elected. It was resolved that we hold our next Branch meeting on Thursday, Mar. 26, owing to our usual Branch meeting night being Good Friday. This Branch still continues to flourish, the members sticking to each other, and the money rolling in. In fact, it has lately gained the name of the Death or Glory Branch.

At Bow, March 23, at a meeting presided over by a person, and convened by Captain Armit's General Labour Union, Captain Armit moved:— "Resolved by the workmen assembled that the co-operation scheme of the General Labourers' Union, as explained by its rules, and in the prospectus of the London Stevedore Company, is deserving of their support, and the workmen present hereby pledge themselves to support that scheme when called upon to do so, and to work under the rules of the General Labour Union and the London Stevedores' Company." But the following amendment was carried by a large majority:—"That no scheme of co-operation for loading or discharging would be satisfactory to the workers which does not give them entire control over its working."

Mr. J. H. Wilson has been supplied by Mr. Turner, chief superintendent Board of Trade office, Cardiff, with the following copy of a letter addressed to Mr. Ward and other complainants:—"March 18, 1891.—SIR,—In reply to the charges against officials made by you on the 13th inst., I beg to say that I have carefully looked into the matter. The charges were:—1st. Against Inspector Reader, That about 10.30 on the 11th inst. he was at Pier Head in company with a ship-master and two boarding-house keepers for about three quarters of an hour, and went with the shipmaster to Smith's boarding-house about 11.30 a.m. for substitutes. 2nd. Against Probationer Phillips, That he went into the Pier Hotel with two men and was having drinks with them on the 11th inst., and that the men left in two minutes, and left the officer inside the hotel, but that it was not known who paid for the drinks. 3rd. Against the Out-door Staff generally, That they are not neutral but appear to do all they can for the Federation side. 1. I find that Inspector Reader did go to several boarding-houses with the shipmaster, as the *Portinscale*, barque, was detained in the roads for substitutes. The inspector attended the tide the morning of the 11th inst. (5.15 to 11.30 a.m.) and *Portinscale* went out three hands short. It would be the officer's duty to assist to get substitutes, so as not to detain the vessel. That has been the Cardiff practice for many years. In doing so, the officers are instructed to use no favouritism, but go to the Sailors' Home, Union Home, or boarding-houses, if necessary, to get such substitutes as the shipmaster will elect. As under this head you do not allege any malpractices, I cannot find that the inspector went beyond his instructions. 2. It appears that the officer was on duty from 5.15 to 11.30 a.m., and was then dismissed from duty by his inspector (who confirms) at 11.30. He then, feeling in want of some refreshment, had a glass of ale and some bread and cheese, as he was about two miles from his home. He asserts that he was in company with no one, and paid for what he had. I have sent to the barman at the Pier Hotel, who confirms this. Under the circumstances, as there is no evidence of 'treating,' I cannot see that the officer has done anything wrong, although to some minds it might appear more discreet if he had gone to a coffee tavern, but that is only a matter of opinion. 3. The officers strongly deny partiality in the exercise of their duty. I may say that the

Board of Trade instructions are stringent that all of us are to be impartial, and I have repeated these instructions again lately to the whole staff of the port. Any specific case that could be produced and proved would be reported and punished.—I am, Sir, your obedient servant, W. TURNER, Superintendent. To Mr. Ward and others, 35, Topaze-street."

Mr. Clem Edwards, writing from the Federation of Trades and Labour Unions, 57, Gracechurch-street, London E.C., says:—"Kindly allow me a brief space to correct a wrong impression that has been created in several quarters by the circulation of one or two misstatements concerning the recent shipping disputes. It has been stated that the Dockers' Union had seceded from the Federation of Trades and Labour Unions, and that the Federated Unions were defeated by the Shipping Federation. As to the first statement, it is quite a mistake, and far from the Dockers' Union having any intention of seceding from this Federation, they are most enthusiastic in its support. The mistake evidently arose through confounding the "Federation of Trades and Labour Unions," which is a permanent organisation, with the "Joint Committee of Labour Unions," which was formed temporarily for the conduct of the dispute, and which ceased to exist when the necessity for its existence had been removed. With regard to the second statement, it is equally inaccurate, as the Federated Unions, instead of being defeated, were successful in obtaining the concession of—certainly not all—but the chief points at issue. The facts of the case are these:—When rumours got abroad that the Shipping Federation intended to insist upon all seamen and firemen taking the Federation ticket in its original obnoxious form, the Federated Unions deemed it necessary to take steps to frustrate such action on the part of the Shipping Federation. On Feb. 16 the vague rumours that had gone about became verified by the appearance of a large poster from the Shipping Federation, plentifully placarded in London and other ports, stating, amongst other things, that on and after Feb. 23 members of the Shipping Federation would insist upon all seamen and firemen pledging themselves to proceed to sea with non-Unionists. This "pledging" was to take the form of signing the Federation card with its obnoxious clauses. The efforts that had been put forth by the Federated Unions when the rumours got abroad were thereupon redoubled to defeat the objects of the Shipping Federation, and in this they were successful. In the first place the notice of the Shipping Federation was almost absolutely ignored by its members, only one firm in London out of many hundreds on the members' list of that body, attempting to enforce it on the Monday, and only five for the whole week following. In the next place, the Federated Unions were successful in getting the Shipping Federation either to eliminate or so modify the objectionable and dangerous clauses of the Federation ticket, as to make it quite a harmless piece of parchment. This having been done, there was no further necessity for the Federated Unions to take action, or for the joint committee to continue its sittings. The committee therefore dissolved itself, and the members of the Unions were instructed to resume work. It will thus be seen that instead of the Federated Unions suffering defeat, they succeeded in preventing the Shipping Federation from thrusting upon the Unionists conditions which it was deliberately intended should create a schism in their ranks, and eventually result in serious splits.

LIVERPOOL BRANCHES.

At the meeting of No. 1 Branch, March 23, Mr. A. Duncan in the chair, the minutes, correspondence, and financial statement having been dealt with, the meeting proceeded to deliberate on the subject of employing a chartered accountant to conduct the quarterly audit in future, a well-known accountant undertaking to do the work for a very moderate fee, the same, or less, than we are now paying for a non-professional audit. The district secretary pointed out the advantages to be expected from such a course, whereupon it was resolved "That the secretary be and is hereby authorised to secure the services of a chartered accountant for the approaching quarterly audit." A resolution was passed requesting the Executive Council to extend the period for reduced entrance-fee. The meeting, after transacting other business of no general interest, proceeded to elect a representative for the Executive Council in place of Mr. H. R. Taunton, resigned. Mr. J. Steward nominated Mr. A. J. Candler as a fit and proper person to represent the Branch. This was seconded by Mr. Mulhoney, and there being no other nomination, the chairman declared Mr. A. J. Candler duly elected, subject to the confirmation of such election by the general secretary. After the transaction of

various Branch matters of only local interest the meeting adjourned.

At the meeting of the Tug and Ferry Branch, Mar. 18, Mr. T. Robinson presided, supported in the vice-chair by Mr. F. Fernandez. The usual formal business was transacted, including the adoption of the financial statement. A member then moved that Mr. S. G. Brown, who had been secretary, be dismissed. This, on being put to the meeting, was carried. A member then moved that Mr. H. R. Taunton be elected secretary to the Branch, which was carried unanimously. Mr. W. Nicholson, who had until this juncture acted as secretary, retired from the meeting, having an important engagement to fulfil elsewhere. His place was taken by the newly-elected secretary. The following resolution was then moved:—"That the members of this Branch censure the E.C. of the Union for the recent action taken by them in stopping the support of the members at the most critical moment." Various members addressed the meeting, and a heated discussion ensued, and ultimately an amendment was moved that the matter be put back until next meeting, and, on being put to the meeting, the amendment was carried. After transacting matters of minor interest the meeting adjourned until the day following, when, after the minutes had been read the debate on Mr. —'s motion was resumed, and after considerable discussion, an amendment was moved by Mr. —, that all the words after "that" in the motion be deleted so as to insert the words "this meeting renders thanks to the Executive Council of the Union for the assistance already rendered to our men who have been locked out." On being put to the meeting the amendment was carried by a large majority. Mr. — moved that the secretary be instructed to write head-quarters as to strike pay. This was seconded by Mr. — and agreed to. In response to a brief address from the secretary, Mr. — moved:—"That this meeting has full confidence in the Union, and every member here present pledges himself to stand by the Union." This was carried by acclamation. The question of securing the services of a chartered accountant for Branch audit purposes was discussed and the necessary authority given. Mr. W. Nicholson, the district secretary, gave a long and eloquent address, urging the men to be true to themselves by remaining true to their Union, and show that they were imbued with true Trades Union principles, which are the only resource for the oppressed working man. He further pointed out to the members that steps were being taken to endeavour to form a Conciliation Board in Liverpool, the object being to avoid strikes in the future. A vote of thanks terminated the proceedings, and the meeting, which was a largely attended one, adjourned.

BIRKENHEAD BRANCH.

At the weekly meeting, Mr. J. Griffiths chairman, the minutes, correspondence, and financial statement were confirmed. The May Sunday demonstration then came on for a considerable amount of discussion, when it was decided, on the motion of T. Owens, seconded by R. Rogers, that we approve of a demonstration taking place on the first Sunday in May, and if such take place that this Branch be represented at such demonstration. After other business had been gone through the meeting adjourned.

GLASGOW BRANCH.

At the meeting of this Branch, held as usual in the Typographical Hall, 102, Maxwell-street, Bro. C. Wright presiding, the minutes of the previous meeting being adopted, the committee minutes were submitted and moved for adoption by Bro. Flaherty, seconded by Bro. Murray. The minutes relating to a reduction of 10s. in monthly wages and 6d. per day in shore wages in Anchor Line vessels was very freely discussed at great length, Bro. McGregor moving, and Bro. Murray seconding, that on no consideration whatever do we submit to a reduction in monthly wages. No amendment being offered the motion was unanimously carried. Further discussion then took place in reference to the proposed reduction on shore wages, a motion being made by Bro. Wilson, and seconded by Bro. Smith, that we do not submit to that reduction either. Bro. Bryson moved as an amendment, seconded by Bro. Flaherty, that before taking any decisive steps in this matter a special meeting be called for Sunday first to hear the views of the shore-workers on the question, also that a few of the Glasgow United Trades Councilors be invited to attend that meeting. As the amendment seemed the most satisfactory the motion was negatived unanimously. The returns for the week ending March 14 were next submitted and unanimously accepted, on the motion of Bro. Hughes, seconded by Bro. Murray. Correspondence was next read from the general secretary and an inquiring

friend, when, after a little discussion, the meeting adjourned.

CARDIFF BRANCH.

It is stated that on Saturday sailors and firemen who were on strike received their last strike pay, amounting to 3s. each for single and 4s. each for married men. This, it is stated, was intended to cover the last couple of days before the men actually agreed to take the Federation ticket. For correspondence relating to alleged misconduct on the part of Board of Trade officers see page 10.

SUNDERLAND BRANCH.

At the usual weekly meeting, March 23, Mr. J. W. Priest presided, and the minutes were confirmed. The secretary read letters from many of the Branches, also several letters from the Executive Council, and one from the general secretary, stating that he would write to the Consul General for Germany complaining of the custom of some of the Consul's officers in permitting tailors, shoemakers, and notorious characters to be present when seamen were being paid off. Several complaints were made against members who had failed to fulfil their obligations to the Union. It was also complained that some Branches refused to acknowledge the red card, which was the cause of great inconvenience to many members of this Branch. The secretary was instructed to write to the Executive on the matter.

NORTH SHIELDS BRANCH.

At the usual weekly meeting, held at New Quay, the president in the chair, the minutes and financial report were adopted. It was then decided that we elect two auditors and a member to represent the Branch on the Demonstration Committee. It is also passed at this meeting that the entrance fee be reduced with the other Branches on the North-east Coast. The report of the committee was gone into and approved of. The Committee meetings are held in the rooms at 7 p.m. every Thursday evening. There will be no general meeting next Monday night on account of the holiday.

SOUTH SHIELDS BRANCH.

At the usual general weekly meeting, Mr. T. Clements, president, in the chair, after the minutes were adopted correspondence was read from head office, and several complaints was made by the members, which caused a great deal of discussion on account of not having a committee meeting. The secretary read the weekly balance sheet which showed that things were very satisfactory. There were four shipwreck claims during the week, and five members on the sick list. It was also resolved that the entrance fee be lowered to 5s. for a limited time and that the secretary get bills printed to that effect. The secretary drew the attention of the members to a letter that appeared in SEAFARING on March 7, stating that Admiral Hornby had stated that to make our Navy perfect it would be to our advantage to import to this country 4,500 young foreigners as apprentices in our navy for three years, and then pass them over to the merchant service. What would that mean? Why, after the first three years there would be an annual turnover of 4,500 men into the merchant service. That would suit the Shipping Federation, but it is hoped that the House of Lords will be well watched, so that they won't be allowed to spring a measure of that kind on this country. Mr. H. Brill, president of the Coal Porters' Union, addressed the meeting, and urged on the necessity of every man standing true to the Union, and stated that their Society was prepared to stand by the Sailors' and Firemen's Union in the future as in the past when called upon to do so, and urged on the members to sink all their petty jealousy and work in harmony together, and they would be in a better position in the near future. Mr. G. Shelly, organiser of the Coal Porters' Union, spoke in high terms of our Union, and stated that if we would stand true the relations between us and the Coal Porters' Union were such that no combination could break us, and he was happy to hear that the Shipping Federation, like a sensible Society, was to combine to force up freights, which was in accordance with Trade Unionism.

LEITH BRANCH.

Our weekly meeting was held on March 17 in the Lifeboat Hall, when the chairman, Mr. A. Pratt, presided over a fair attendance. The secretary read the minutes of the previous general meeting, and a long discussion took place on the report of the deputation which interviewed the owners on the 10th instant, after which the minutes were adopted, also the financial report and correspondence was read. Bro. Brown having tendered his resignation as outside delegate, it was agreed that

it be not accepted, and after some further discussions the meeting was brought to a close. Trade is still very quiet here, there being very little shipping going on at present.

DROGHEDA BRANCH.

At the general meeting March 20, Mr. J. Finnigan in the chair, minutes and financial statement being accepted as satisfactory, the case of George Owens, pilot, was gone into. He failed to put in an appearance. It was considered that he was very much to blame, for Bro. Pat Taffe lost his run through his taking vessel away short-handed. Moved by Bro. J. Marmon, that George Owens be fined £2, and that sum be paid to Pat Taffe, he losing that amount, and that no Union man work with Owens until he consents to pay the same, and that he pay it within three months. Bro. T. Rowe seconded; carried unanimously. The cases of members falling in arrears was then gone into. Bro. James Quigley was called to explain the reason that he is six months in arrears. He gave his reasons, and promising to clear all up within one month, it was moved by Bro. J. Flannigan, seconded by Bro. T. Carroll, that his explanation be accepted as satisfactory; carried. It was also resolved that the secretary pay two members fare to Liverpool, there being no shipping here at present, and a good many hands out of employment. It was also resolved that the crew of the *Shamrock* and *William* get legal assistance from the Union, and that the secretary instruct Mr. J. D. McCarthy, the Union solicitor, to take proceedings on their behalf.

On Monday, March 16, Mr. Conaghy, secretary of the local Branch of the Dockers' Union, arrived in Drogheda after his discharge for the alleged intimidation of Mr. G. Daly. On stepping from the train he was greeted with ringing cheers by a large assemblage of sympathisers, and the square at the station was illuminated by a large number of torches. Amongst those present were:—Mr. T. Fitzgerald, secretary, Seamen and Firemen's Union; Mr. P. McCarthy, president, Dock Labourers' Union; the committee of the Dock Labourers' Union, and Mr. P. Heeney, president of the Gas Workers' and General Labourers' Union. A procession was immediately formed, and headed by the torch bearers paraded the town. On arrival at the office of the Dock Labourers' Union, loud cheers were given for united labour, and speeches referring to the occasion were made.

DUNDALK BRANCH.

At the general meeting, Mr. Michael Green in the chair, the minutes, financial statement, and correspondence having been passed, the case of the crew of the *William* was explained by the secretary, and it was resolved that the action taken by him be endorsed as the owners are hostile to Trade Unionism, having gone to Dublin to engage Federation men but failed. A lengthy discussion took place relating to three orphans, aged two, four, and six years, belonging to a brother member lately dead (their mother being dead twelve months before). They are left depending on the charity of the world. A resolution was passed expressing a hope that our noble Union will relieve them as the case is one of the most urgent that can be imagined. Any donations in their behalf will be received at the Union office by the secretary or by the president, Mr. Michael Green and committee. It is hoped that the Executive Council will consider this one of the most deserving cases, and will not be wanting in sympathy. It was resolved that any members that have paid part before the entrance fee was lowered be admitted at what they have paid if that amount is above the current fee within one month. It was also resolved that the secretary summon all members on their arrival in port that are more than two months in arrears with their contributions, and fine them twice each according to Rule 6 Clause 6. After other business the meeting adjourned. The drawing for the banner fund is postponed until April 13.

LIMERICK BRANCH.

At a general meeting, March 23, held for the purpose of appointing an agent to keep the books of the Limerick Branch in the room of Bro. Wm. McMillan, who sails for America on March 29 (Mr. E. Donnelly, O.S., being present), it was resolved without opposition that Bro. Frank Reynolds be agent for the Union in the port of Limerick. Mr. E. Donnelly then addressed the meeting on the position of this Branch, the membership far exceeding his anticipation. Mr. Donnelly concurring with the members in a hearty vote of thanks and godspeed to Wm. McMillan, secretary, who they were sorry was going from their midst. All communications for the Limerick Branch must now be addressed to Frank Reynolds, No. 9, Windmill-street, Limerick.

GRANGEMOUTH BRANCH.

At the usual weekly meeting, Mar. 23, in the absence of the chairman, Mr. John McGilchrist was voted to the chair, and the minutes, after being discussed, were adopted. A discussion then took place on a motion passed at our last meeting regarding a member of this Branch, that he be expelled from the Union. After being commented on, it was unanimously resolved to adhere to that resolution—that he be expelled for undertaking the agency of the Shipowners' Federation. The secretary then read the income and expenditure of the week, which was considered very satisfactory, and passed. The secretary then read a letter from Liverpool regarding a member belonging to this Branch, named David Sharp, who was alleged to have been left destitute in Dieppe by the s.s. *Gripfast*, being sent home by the British Consul to Liverpool, and asking this Branch if we would be responsible for any action the member may think proper to take in the matter. It was then unanimously resolved by the members present to support the said member in any action he may think fit to take, and in the meantime to give him every assistance he may stand in need of. A vote of thanks was then accorded to the secretary and chairman, after which the meeting adjourned.

MIDDLESBROUGH BRANCH.

At the general meeting March 23, there was a fair attendance. Mr. J. Mucklow presiding, John Gains was enrolled into this Branch as A.B., on the motion of Bro. Geo. Reed, seconded by Bro. J. Lindsay, also S. W. Holgate, on the motion of Bro. McClellan, seconded by Bro. W. Mallam. The minutes were then discussed and confirmed. The secretary then read the correspondence, which included a letter from our general secretary, and letters from several Branches. The correspondence was then accepted. The secretary then gave the report of the Trade Council meeting, and after various other business the meeting adjourned.

DUNDEE BRANCH.

At the usual weekly meeting, Mr. James Jenkins, president, in the chair, there was a good attendance. Andrew Craigie, who had served seven years as fireman on the railway, was admitted a member of the Union as a trimmer. The minutes and income and expenditure having been approved of, correspondence was read from London, Burntisland, and Aberdeen. The letter from Burntisland elicited much laughter and applause, showing that they were getting on well there in spite of the Federation. A great many members having been out of employment for a considerable time, and having consequently fallen in arrears, the question of any member who may be in arrears was raised, and created an animated discussion amongst the members. Various opinions were expressed as to how to deal with those in arrears, and it was finally resolved that they be allowed to sail provided they pay up their arrears when financially able. On rule 15 of the new rules (relating to travelling relief) various opinions were expressed, the feeling of the members being that it was a rule that would be taken too much advantage of by some members, also that it was very unsatisfactory. Bro. A. Y. McDonald moved that the following motion be remitted to the Executive at their first meeting for their consideration, and if possible to pass a resolution to the following effect—"That all travelling relief given to any member in search of work be repaid to the Branch that he received the relief from whenever he is financially able to do so. Seconded by Bro. J. Ritchie. An amendment was moved by Bro. R. Stewart that Rule XV. re travelling relief, remain as it reads at present; seconded by Bro. E. Carterge. There voted for the amendment 3, and for the motion 30. The motion being carried by a majority of 27. Bro. A. Fortune moved that we, the members of the Dundee Branch of the Sailors' and Firemen's Union, accord a hearty vote of thanks to the members of Parliament for the City of Dundee for their attendance at the meeting of M.P.'s in the Westminster Palace Hotel regarding the Payment of Wages and Rating Act, 1880, and also thank them for the cordial manner in which they received the representatives of this Union. This was seconded by Bro. James McGann, and carried with great applause.

A YOUTH named McGuinness, who had absconded from the *Clarence* training ship, lying in the Mersey, has been at Salford committed to the Assizes on a charge of theft.

THE New South Wales Government have purchased the famous clipper *Sobraon*, launched at Aberdeen 25 years ago. She is to be converted into a training-ship.

MORE ABOUT THE "UTOPIA" DISASTER.

STORY OF AN EYE-WITNESS.

The *Times* prints a long letter from a naval officer describing the disaster to the steamer *Utopia* at Gibraltar on the 17th inst., from which the following extracts are taken: At 8.55 (about), just as we were in the middle of dressing for dinner, the "officers' call" sounded. In a minute I was on deck, and there on our port beam, at about 70 yards distant, I saw the *Utopia*, her stern rails just above water, seas washing over her, sweeping away the people by dozens, the deck and rigging a mass of human beings, and the most appalling shrieks and cries from the unhappy souls that, unless actually heard, could never be conceived. It was rather like the prolonged roar on a racecourse, but much shriller, and it continued getting less and less, for about two hours, after which there were only a few persons on the masts and rigging, but they continued to scream till about 10.30, when there was only one man left, of whom more presently.

The writer entered one of his ship's boats and went to help in the work of rescue. On approaching quite close an awful sight was seen. This was only about a quarter of an hour after she had struck, yet there was a man hanging by one leg to some rope aloft, almost naked, and of course a corpse. People were fast disappearing. Every wave that passed over the ship left fewer people there. At first there were about six on the bridge. The waves as they broke over completely hid them each time. At last only two were left. One had lashed himself to the rails, and was drowned standing up; and another, who was still all right, hung on to the compass. By-and-by the bridge washed away, and they both disappeared. Presently a man, half-exhausted, came sliding down the rope in which the man was hanging by one leg. The foot which was caught stopped him, and he hung on there till a heavier sea than ever reached them, and he and the corpse were washed away, much to our relief. The corpse was too awful. The ship was now attended by 30 or 40 boats. Occasionally, in a lull, a cutter would get alongside the rigging and take off a few people; but they were so frightened that they would not leave the rigging in many cases, and our men, at peril of their lives, sprang into the shrouds and dragged them down. All this time there was a man holding on between the steam-pipe and funnel, and though we were only 10 yards from him in the galley, we could not help him. It was impossible to throw a rope more than a few yards from a boat in such weather; and, even if we had had a rope, it would have been no use to him. At last a steamboat approached and veered astern one of her boats. The small boat dropped down close to the funnel, and the excitement was intense. The man climbed down close to the boat, but could not reach it. The sea was boiling up all round him, and the boat was shipping a lot of water. Eventually he got a foot over the gunwale of the boat, let go, and dropped in. As the steamboat towed his boat ahead he did his best to clear her of the rigging, &c., which hung down around him. But in vain; her bow caught and would not free; the towing boat was helpless to pull him clear. The seas soon swamped his boat, and, after a prolonged struggle, he was washed away. A more terrible sight, this fight for life, it is impossible to imagine. Our dinghy had a narrow escape. When the rush was made to man the boats, a naval cadet, just out of the Britannia, jumped into the dinghy, and somehow she was lowered without anyone else in her. A wave came and unhooked the falls, and the boy went drifting astern in her. He at once proceeded to anchor, in which he seems to have been successful, and a boat coming near took him in, leaving the dinghy to her fate. She was picked up this morning. Two petty officers, having no boat of their own, manned our skiff, which is a fragile little boat, not fit for anything but a mill-pond. They picked up two people, passed them into another boat, and got back to the ship just in time to be hoisted up half-full of water. She would have swamped in another minute. The most extraordinary thing was the effect of this awful sight on onlookers. One man, when the *Utopia* first sank, got so excited that, crying out, "Oh, I can't stand this," he jumped overboard. He was thrown a life-buoy. The cold water brought him to his senses, and he was eventually picked up, though we thought he was lost all night. He says he can't remember anything about it. Some men could not look at the man on the funnel, but turned away groaning.

SPUN-YARNS.

"Had him there.—"Madam," said the judge, sternly, "you must answer the question. What is your age?" "I was born the same year your honour was. That would make me about—" "It isn't necessary to go into particulars," interposed the judge, stiffly. "Gentlemen, have you any further use for the witness? You may stand aside, madam."

They had cracked several bottles of wine and at last arose from the table. One young East-sider threw his arms in the air and attempted to say, "I feel like a bird of paradise." The nearest, however, that he could get to it was: "I—(hic)—feel like a—(hic)—bird of paradise!" And to prove it, he went into a trance and was driven home in a cab. "You must always," said a butter dealer to his assistant, "put in a couple of sheets of paper when you weigh. Customers will think you neat and clean. They don't like to have their butter slopped on to a scale that, for all they know, has never been washed. And besides, there's a good profit in buying paper at a halfpenny a pound, and selling it for fifteenpence."

"Hubby, did you post my letter?" "Yes, my dear. Had to run like fury to catch the first post." "Why, here it is in your pocket now." "Hey? Um—yes, so it is—no, this isn't your letter; this is—that is, this isn't the one you wrote; this is the one you were going to write, and forgot—" "John Henry!" "No, Mary, I didn't post your letter." "Well, I'm awfully glad. I want to add a postscript."

"Williams," said the editor of the Big Creek Shorter to his foreman, "I shall be away from the office for the next two weeks. In a day or two I shall pass through Chicago, and if there is anything you need in the mechanical department—" "Who is to edit the paper while you are absent?" inquired Williams. "My wife will attend to that." "We shall need," said the experienced foreman, "about 40 lbs. of italics."

A young Londoner went for a first visit to Scotland, and on his return boasted abundantly. He had ascended every mountain and seen everything of interest. A Scotchman in the company asked, with something of a mysterious brogue, but very quietly, "Did you see Ben Lomond when you were there?" The boaster was taken aback by the question; but he drew himself together and replied: "No, I did not. I called on him, but he was out."

Of all the deadly things that war
Against our peace and kill us,
The worst and deadliest by far,—

As proved by the researches of scientific men in Germany, France, and several towns in Michigan, who have made the matter a study and found out by experimenting with guinea-pigs and other cheap animals how to cure almost anything except warts and catarrh,—
Is merely a bacillus.

A judge and counsellor being upon indifferent terms, a client of the counsel's making his appearance at the bar with his jaw terribly swelled, the judge remarked: "Mr.—, this client of yours would make an excellent counsellor, he's all jaw," which set the court in a roar of laughter against the counsellor. On silence being restored, the counsel then remarked: "My lord, I think he would make a better judge, for his jaw is all on one side." The remark turned the laugh against the judge, and from that day they were on the best terms of friendship.

SOME POPULAR FALLACIES.

"Love levels all things"—so 'tis freely said;
Yet lover never had a level head.
"None but the brave"—again—"deserve the fair."
Only the brave to live with them would dare.
Some think that absence makes the heart grow fond;
But presents will be found a surer bond.
If "fools rush in where angels fear to tread,"
That's why in life and love the fool's ahead.
"A good thing needs no puffing." Try it, then,
Upon your choice Havanas, smoking men!
"What one man loses is another's gain!"
You lose your temper to your neighbour's bane.
"A fellow feeling makes us wondrous kind;"
Not when a fellow feels your purse to find.
"A gentle answer turneth wrath away."
Best trust your legs and bolt from out the fray!

On a trial at the Admiralty Sessions for shooting a seaman, the counsel for the Crown asked one of the witnesses which he was for, plaintiff or defendant. "Plaintiff or defendant?" said the sailor, scratching his head; "why, I don't know what you mean by plaintiff or defendant. I come to speak for that man there," pointing at the prisoner. "You are a pretty fellow for a witness," said the counsel. "Not to know what plaintiff or defendant means." Some time after, being asked by the same counsel what part of the ship he was in at the time, "Aboard the binnacle, my lord," says the sailor. "Aboard the binnacle," replied the barrister; "what part of the ship is that?" "Ha, ha, ha," chuckled the sailor; "ain't you a pretty fellow for a counsellor," pointing at him archly with his finger, "not to know where aboard the binnacle is?"

SOME FUN.

"That old doctor is a funny fellow." "Yes, indeed. He's always taking somebody off."

Miss A. Sharp: "I feel saddest when I sing." Miss High C.: "So does the audience."

Enterprise can hardly go farther than this effort of a grocer: "Fresh eggs warm from the hen."

It is one of the unsolved mysteries how two persons can exchange umbrellas and both invariably get the worst one.

Jack: "Why is dough like a man?" Susie: "Because it's hard to get off your hands." Jack: "Oh, no. It's a thing the women knead."

Uncle George: "And so you go to school now, Johnny? What part of the exercises do you like best?" Johnny: "The exercises we get at recess."

"Wonderfully versatile woman, my wife," said Watts. "She'll sit up half the night talking the baby to sleep, and the other half talking me awake."

"How do you like your new type-writer, Jack?" "Very well, except for one thing." "What is that?" "The wretched machine doesn't know how to spell."

"Never hold back the hammer of your gun with your foot while you blow into the barrel to see if it is loaded," is the advice of several who died that way lately.

With features bruised and battered,
Unsound in every limb;

He says he's done with football,
Though football's done for him.

"My dear," said a gentleman to his wife, "our club is going to have all home comforts." "Indeed," replied she, "and when is our home going to have all club comforts?"

Mrs. Caudle: "I know I'm cross at times, John, but if I had my life to live over again I would marry you just the same." Mr. Caudle: "I have my doubts about it, my dear."

"I say, Broom!" "Call me by my whole name, if you please. It has a handle to it, and it was meant to be used, sir." "That's so. Well, Broom-handle, how are you?"

A barrel of chestnuts was seized at a Canadian custom-house a few days ago, but released on the ground of being "tools of trade." The owner was a newspaper paragrapher.

"How is your new house getting on?" "First-rate. We've got the roof and the mortgage on. I think we shall have the kitchen-range and the bailiffs in before the year is out."

Mr. Wilgus: "So you decline to contribute anything? Remember, Brother Gottrox, there are no pockets in shrouds." Old Gottrox: "Of course there are not. A man's shroud is furnished by his heirs."

Six months after.—She (bitterly): "If you had been frank in the first place, you might have avoided this unhappiness." He (thinking of unsuccessful rival): "That's so. Frank had a narrow escape."

He knew his father.—Tommy: "Did you do much fighting during the war, pa?" Pa: "I did my share of it, Tommy." Tommy: "Did you make the enemy run?" Pa: "Ay, indeed, my boy." Tommy: "Did they catch you, pa?"

Mrs. Macpherson had just received a telegram from Birmingham. "What an admirable invention the telegraph is!" she exclaimed, "when you consider that this message has come a distance of 120 miles and the gum on the envelope isn't dry yet."

"If you marry Grace," exclaimed an irate father, to his son, "I'll cut you off without a penny, and you won't have so much as a piece of pork to boil in the pot." "Well," said the young man, "Grace before meat," and he immediately went in search of a minister.

Miss De Pretty: "I don't see how you whistle through your fingers that way. I could never do it in the world." Mr. Goodheart (wishing to compliment her delicate little hands): "No, Miss De Pretty, if you should try it your whole hand would slip into your mouth."

Two physicians at the bedside of a patient disputed as to the nature of the disease. At last one of them ended the discussion by saying: "Very well; have it your own way now; but the post-mortem will show that I am right." The patient was somewhat discouraged.

A watch is a somewhat shady character. It frequently needs regulating, and is always going on tick. There is one compensation—it is honest; it hides nothing; its face is a perfect revealer of what is going on inside; and, so far from being a self-righteous hypocrite, it is always running itself down.

G.: "I don't believe in the idea that a fish diet builds up the brain. I've lived on fish for three weeks, and I feel less equal to mental labour than I did before I began. Fish phosphorus is all humbug." K.: "You have been expecting too much from it. Phosphorus only stimulates the brains; it won't create them!"

Old Lady: "I don't at all like the clergy encouraging this new fashion of cremation. I want to be buried like a Christian when my time comes." Young friend: "Well, I don't know that it's unchristian; but are the clergy encouraging it?" Old Lady: "Oh! yes; I see Canon Bagot is advertising his crematories everywhere."

THE PROPER FORM.

"You tell me you congratulated the bride, Brooks? That was not the proper form. You should have wished her joy."
"The groom is an old man, very consumptive and very wealthy. I knew what I was doing, Rivers."—*Chicago Tribune*.

"NONE SO BLIND," &c.

Tramp: "Can't you give me something to eat, lady?"

Lady: "Are you willing to spend some time at the wood-pile?"

Tramp: "Yes'm. I'd jes as soon eat out there as in the house."—*Boston Herald*.

JUST WHAT HE NEEDED.

"I tell you," said one Congressman to another, "the situation in that district is something to raise your hair when you contemplate it."
"I think," said the listener, as he took off his hat and disclosed a bald head, "that I'll go out and take a look at it."—*Washington Post*.

AT THE CHORAL CONCERT.

Mr. N.: "What's this—another solo?"

Miss G.: "Yes; do you prefer the choruses?"

Mr. N.: "Well, I don't see the use in dribbling the music out to us in solos, and duos, and trios and quartettes when they can just as well let 'em all sing together and get through with it!"—*Life*.

AMERICAN ENTERPRISE.

English heiress: "No, Mr. Porker, I can never be your wife. It is my wish to remain ever near these ancestral halls, hallowed by the memories of ages!"

Mr. Porker (of the hustling West): "Is that all? Why, Yseult, dear, I'll buy the place, and have every stone of it removed to Chicago!"—*Munsey's Weekly*.

HE PRAISED HER.

"Doesn't he praise your efforts at all?" asked her mother of the young wife, solicitously.

"Oh, yes; he praises everything I cook."

"What do you complain of then?"

"Because, when I make pudding he says he wishes I had baked pies, and when I bake pies he asks me why I didn't make a pudding."—*Philadelphia Times*.

NO USE FOR ANY.

The Government inspector looked with a somewhat critical eye at the little post-office partitioned off in one corner of the millinery store.

"You don't seem to have much room here," he said. "How do you dispose of your surplus mail?"

"I have none, sir," replied the rural postmistress, indignantly. "I have been a widow for six years."

MAKING SURE.

"You threw me a kiss last night," said he, with a smile, to the maiden fair;

"But the night was dark; it eluded me—
Pray, have you another to spare?"

"I may have one," said the blushing miss, and he answered, approaching near:

"I won't run the risk of losing this:
To make sure, I will take it here."

TAKING ADVANTAGE OF HIS FAILING.

Mrs. Hashly: "You say you haven't put a stove in Mr. Prettiboy's room. How does he keep from freezing?"

Mrs. Tartly: "I put a couple of mirrors in his room."

Mrs. Hashly: "But they won't compensate him for the lack of a stove."

Mrs. Tartly: "They do. He keeps himself warm by constantly walking from one mirror to the other to look at himself."—*Harper's Bazaar*.

THE FORCE OF HABIT.

Rev. Baxter: "I heah you beats yo' wife ebory night?"

Sam Johnsing: "Yes, sah; I has been in de habit ob correctin' her."

"Dat's not right; you must quit dat."

"Ef you say so, parson, I'll not beat her no moah; I promise you dat. When I goes home ter-night I'll gib her de las' beatin' she's gwinter get from me, but it will be a good one, yo' bet."

TEMPTING JUSTICE.

Judge Erebus: "Well, gentlemen er de jury, has yer catergated on the verdict?"

Foreman: "We hab, judge."

Judge: "Wharas it am yo functions ter spresserfy de same?"

Foreman: "Jesso, judge! We darfo' perclains dat de pris'ner am g'ilty er 'solt an bat'ry."

Judge: "Massy on us! Didn' he kill de man?"

Foreman: "Suttinly he kilt 'im, yo' honah, but yo' see de remains wuz mo' dan ninety-f' year ol' an could'n last froo de season anyway, so we on'y jus got dot de right ter charge de pris'ner with a suttin percenterum ob de 'zult."

CHOKING HIM OFF.

He was reading a newspaper in a Michigan-avenue car. After a while he folded it up and said to the man on his left:—

"Do you think the principles of gravitation will ever be overcome so as to enable any sort of a machine to fly?"

"No, sir," was the brusque answer.

"But why not?"

"No need of it."

"Do you understand the laws of gravity?"

"I do sir. Plainest thing in the world, sir. All a street nuisance has to do is to go out on the platform and step out into space. Gravity will land him on the earth. Try it, sir, try it."

The inquiring man looked at him with sorrow expressed on every line of his face, and then turned away and took a seat at the other end of the car.—*Detroit Free Press.*

NOT THE WEATHER FOR THIS KIND OF THING.

Out in the chill of the midnight gloom

Stood the youth with his light guitar,

Unheeding the microbe's threatening doom

Nor the chancicler's note afar.

And he sang full long, full loud, full sweet,

To his lady love on the window seat,

Who gaily sent him, from time to time,

A bud or a nosegay to cheer his rhyme.

And this is the lay

That would skyward stray,

When he cleared his throat and began to play

"Oh, lady sweet, whose smile I prize.

Unloose to me, I pray.

The fettering fringes of thine eyes;

Keep not their light away.

The stars above are gleaming clear;

Each sylvan voice is still;

Nor comes the prying sun to peer

Across the Eastern hill.

Come forth, then, to claim all the homage that's due
From Devotion to Beauty—from me, love, to you.

"No ray that glids the arch above

Cad e'er so steadfast be

As the ibbeasurably love

Thad fills my soul for thee.

Thed be nod coy to leab thy hobe,

Ad ramble here and there,

For dights like these were bade to roab

Ad breathe the balby air.

Cobe forth—this id awful—the hobbage thad's due
From Devotion—atchoo!—beg your pardoned—atchoo!"

HOW HE MADE HIS OLIVE OIL.

Five or six years ago Louis Janin, having tired of mines and mining, bought a large olive ranch in the southern part of the State and went down there to live and make oil—and the "Janin" olive oil soon became famous in the market. Two or three seasons later his brother Henry went down on a visit. On the morning after his arrival the two went out bright and early to inspect the ranch. They soon came to a number of long feeding-troughs before which the earth was greatly cut up and trampled into mud. Back of the troughs were large bins with chutes leading into the troughs. Here Louis took down a long tin horn which was hanging on a peg and blew a blast. Two or three fat pigs came racing up towards the troughs from a gulch near by. They were followed by others. A score—a hundred others ensued, and in a little while pigs were converging upon that spot from all points of the compass, all at top speed and all squealing. In five minutes the whole landscape was black with pig and Henry Janin had shinned up a small tree in terror.

"Holy snakes!" he cried; "why do you keep all these pigs?"

Louis looked up in surprise.

"That is a pretty question!" he said. "Do you suppose olive oil is created out of nothing?"

"But, I say, Louis—you don't mean me to infer that you make olive oil out of—lard?"

"Certainly I do; that's how everybody down here makes it. But mine is best because it is an honest article. I feed my hogs on olives."

And tons of that useful fruit were soon pouring from the bins into the troughs.

PRACTICAL HYPNOTISM.

"I guess," said Johnnie Daly, "that hypnotism is a good deal like the mesmerism we used to have in Ireland when I was a kid. We lived in an ancestral palace in the County Clare."

"I remember your ancestral palace," chipped in a sister. "I could stick my arm down the chimney and unlock the front door."

"Faith and ye could. Well, we'd have a big pot of praties for dinner, and the old man'd come in and make a few passes, for he'd learned the mesmerism tricks, d'ye mind; and he'd say, 'Childer, fall onto th' ham.' And we poor children'd pitch into them praties and think we were livin' high on smoked pig meat. Can your hypnotism beat that, now?"—*New York Mercury.*

Teacher: "What do you have napkins for Class (in unison) "For company."

Nothing makes a man prouder than to find, when he has got his garden nicely laid out and the seeds all in, that every hen within a mile of him seems determined to have a claw in the job, and to shew how she would have arranged matters if he had consulted her.

A HORRIBLE FUNERAL CEREMONY.

The burial of the dead is performed without a long mourning and with little ceremony. They are interred near the house, of which they are considered the guardians, and the family are comforted by the thought that the dead man watches over the prosperity of the relatives left behind. Human sacrifices are not in accordance with the feelings of the Wanyoro and if they perform them at all it is only in imitation of a prerogative of the royal family. When Kamrasi died, a large deep ditch or pit was dug in the King's abode, destined to receive the remains of the dead when the funeral rites were quite completed. Six of the dead monarch's wives were placed in it, and the body was fastened to their legs. A little boy kneeling at Kamrasi's feet held his pipe and tobacco jar. The horrible group was arranged (without a murmur from the unhappy victims), the pit was filled with earth, and on the tomb rivers of blood flowed from murdered human beings, to appease the dead monarch's soul, and render him propitious to the new despot. He still watches over the greatness and prosperity of the kingdom, and unhappy victims pay tribute for the veneration of the people to the dead Sovereign, and for the capricious superstition of the despotic heir.—"Ten Years in Equatoria, and the Return with Emin Pasha." By Major Casati. (London: Warne and Co.)

EARLY DAYS AT HOME.

Thomas Lincoln, with the assistance of his wife and children, built a temporary shelter of the sort called in the frontier language a half-faced camp—merely a shed of poles, which defended the inmates on three sides from foul weather, but left them open to its inclemency in front. For a whole year his family lived in this wretched fold, while he was clearing a little patch of ground for planting corn, and building a rough cabin for a permanent residence. They moved into the latter before it was half completed, for by this time the Sparrows had followed the Lincolns from Kentucky, and the half-faced camp was given up to them. But the rude cabin seemed so spacious and comfortable after the squalor of "the camp" that Thomas Lincoln did no further work on it for a long time. He left it for a year or two without doors or windows, or floor. The battle for existence allowed him no time for such superfluities. He raised enough corn to support life; the dense forest around him abounded in every form of feathered game; a little way from his cabin an open glade was full of deericks, and an hour or two of idle waiting was generally rewarded by a shot at a fine deer, which would furnish meat for a week, and material for breeches and shoes. His cabin was like that of the pioneers. A few three-legged stools; a bedstead made of poles stuck between the logs in the angle of the cabin, the outside corner supported by a crotched stick driven into the ground; the table, a pot, kettle, and skillet, and a few tin and pewter dishes were all the furniture. The boy Abraham climbed at night to his bed of leaves in the loft by a ladder of wooden pins driven into the logs.—"Abraham Lincoln." By John G. Nicolay and John Hay. Ten vols. (London: T. Fisher Unwin.)

THE Marine Board of New South Wales have reported regarding the merits of Captain Jorgensen's lifeboat, the *Storm King*. The Board, while expressing admiration at Captain Jorgensen's fortitude and seamanship in making the voyage to Australia in the *Storm King*, think that the principle upon which the lifeboat is constructed, with the view of being put together on board ship in time of emergency, is not one which is to be relied on to replace the present system of lifeboats carried by first-class passenger steamers of the present day. The Board, however, think Captain Jorgensen is deserving of a reward from the different Governments for the trouble and expense he has been put to in demonstrating the capabilities of the *Storm King*.

SEAMEN'S WAGES.—Intelligence from New Zealand says that the managing director of the Union Steamship Company has just issued a new set of regulations applicable to deck, stokehold, and engine-room hands on board the Company's steamers. The following is the rate of wages:—A.B.'s, £7 per month; trimmers, £7; firemen and greasers, £9; donkeymen, £10; lamp trimmers, £7; lamp trimmers and A.B.'s, £8; boatswains, £8; ordinary seamen, £5. The hours of labour at sea are to be watch-and-watch of four hours each on deck, and in stokehold watches of four hours on and eight hours off, except on small steamers running short trips, on which watch-and-watch of four hours each shall be kept. Overtime shall be paid at the following rates:—To A.B.'s, firemen, etc., from six p.m. to six a.m., and during meal hours, 1s. 6d. per hour; to A.B.'s, firemen, etc., from six to seven a.m., and from five to six p.m., 1s. per hour; to ordinary seamen, etc., 1s. per hour.

EXTINGUISHING FIRE ON BOARD SHIP.—The Secretary of Lloyd's has received the following communication from the agent at St. Vincent, Cape de Verdes:—"It will be of interest to your Committee to learn that the fire in the main hold of the steamer *Alaska* was extinguished by means of the circulating pump, this way: Finding the main discharge was about level with the main deck, a box was made to go over it, and then was connected a long wooden trough running along outside the steamer to a mooring pipe abreast of the main hatch. Then a short shoot, or trough, conveyed the water into an aperture in the deck, made by taking away one of the main deck ventilator flanges, and in a few hours the hold was flooded and the fire out."

ANOTHER AUSTRALIAN DELEGATE.—Advice from Queensland state, as a counterblast to the recent action of the Government in sending Mr. Randall to England as a quasi-emigration agent, a meeting of the unemployed was held at Brisbane on Feb. 12, when it was resolved to communicate with the Australian Labour Federation for the purpose of raising subscriptions in order to send a delegate to England. The work of this new Australian labour delegate will be to counteract the emigration proposals by placing before the people of the United Kingdom the true condition of the working classes in Australia.

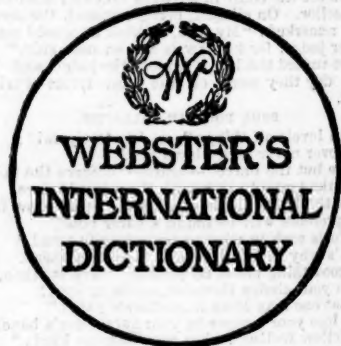
WRECKERS.—Some commotion has been caused in the neighbourhood of Lydd and Dungeness, owing to the fact that the *Hugh Barclay*, one of the ships wrecked off the East Bay, Dungeness, has been boarded, and various articles stolen. The vessel for some time remained submerged in the sea, but owing to the action of the tide she was raised above water. On the vessel being boarded, it was found that the captain's cabin had been entered, the locker forced open, and the skipper's cash-box, containing a sum of about £70, stolen. Besides this, some heartless person or persons had stolen a large quantity of the poor shipwrecked sailors' clothes. No clue as to the offenders has yet been discovered, though the empty cash-box has been found on the beach.

AT the Liverpool Police Court, on Saturday, Captain James W. Liswell, master of the British ship *Mark Curry*, was summoned for carrying 23 tons of pitch pine timber on deck. The defendant disputed the measurement, and the case was adjourned till Tuesday, when a mitigated penalty of £2 per cubic foot, equal to £40, in addition to Court costs, was inflicted, the magistrate saying that he should think that in these cases the owner held the captain free. If, however, the captain did it without the authority of the owners, of course he had brought it upon himself, the safety of the vessel being imperilled by his action.

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